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1982

ANNUAL

TRAFFIC REPORT

GOVERNMENT OF THE
DISTRICT OF COLUMBIA

MARION S. BARRY, JR.
MAYOR

DISTRICT OF COLUMBIA ANNUAL TRAFFIC REPORT 1982

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District of Columbia Government

Metropolitan Police Department

Data Processing Division
Alcohol Countermeasures Coordinator
Hit and Run Investigation Unit

Department of Transportation

Bureau of Parking Enforcement
Office of Highway Safety
Bureau of Engineering and Operations

Federal Government

National Highway Traffic Administration
United States Park Police

Other Police Departments

Phoenix, Arizona
San Francisco, California
Denver, Colorado
Jacksonville, Florida
Honolulu, Hawaii
Indianapolis, Indiana
Baltimore, Maryland
Boston, Massachusetts
St. Louis, Missouri
Columbus, Ohio
Memphis, Tennessee
San Antonio, Texas
Seattle, Washington
Milwaukee, Wisconsin

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I. GENERAL RELATED TRAFFIC INFORMATION

TRAFFIC SAFETY LEAFLET

Vehicle Safety Inspection

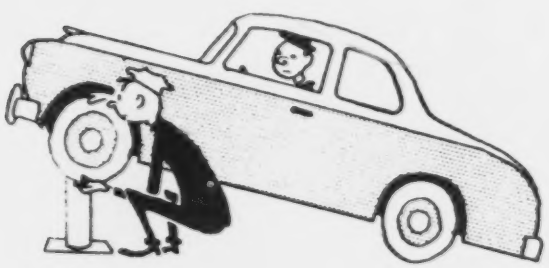
Government of the District of Columbia
DEPARTMENT OF MOTOR VEHICLES
Office of Traffic Safety

INSPECTION OF YOUR CAR

You cannot be a really safe driver, unless your vehicle is in top mechanical condition. An Act of Congress (February 18, 1938) requires that your car be inspected once a year. This safety inspection is made by the Inspection Section of the Department of Motor Vehicles.

The District of Columbia operates two safety inspection stations. They are located at: 1001 Half St., S.W. (between K and M Sts.) and 1827 West Virginia Avenue, N.E.

The stations are open from 7:30 A.M. to 4:00 P.M., five days a week—Monday through Friday (except holidays).



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SERVICE UTILIZATION SUMMARY FOR THE TRAFFIC ANALYSIS SECTION FOR CALENDAR YEARS 1982 AS COMPARED WITH 1981

The Metropolitan Police Department's Traffic Analysis Section provides statistical data relating to traffic enforcement and traffic accident efforts in the District of Columbia. Request for services and information related data is tabulated each year to determine how the information is utilized and for what purpose.

	CALENDAR YEAR 1982		CALENDAR YEAR 1981	
REQUESTING AGENCY	TOTAL REQUESTS	% OF TOTAL	TOTAL REQUESTS	% OF TOTAL
Metropolitan Police Department	100	27.5%	94	33.9%
D.C. Government	121	33.2%	75	27.1%
Private Citizen	44	12.1%	57	20.6%
Private Agency	4	1.1%	9	3.2%
Civic Organization	6	1.6%	4	1.4%
Newspaper/Magazine	16	4.4%	16	5.8%
Television Station	4	1.1%	4	1.4%
Federal Government	8	2.2%	3	1.1%
Learning Institution	30	8.2%	4	1.4%
Consulting Agency	4	1.1%	6	2.2%
Radio Station	2	.5%	2	.7%
Other Law Enforcement Agencies	1	.3%	0	.0%
Business/Trade Organization	14	3.8%	1	.4%
Foreign Government	0	.0%	0	.0%
Other State/Local Government	10	2.7%	2	.7%
Total	364	*100.0%	277	*100.0%

* Percentages have been rounded off.

PROCEDURES AND REQUIREMENTS FOR REPORTING TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA

The District of Columbia requires that all accidents involving motor vehicles with more than $100.00 in property damage be reported within five (5) days from the date that the accident occurs.

The Metropolitan Police Department requires that a police report be taken if one (1) or more of the following situations exist as a result of an accident:

(1) Someone is killed or injured, regardless of the seriousness of the injury.

(2) An involved motor vehicle suffers body or mechanical damage which renders it inoperable under its own power.

(3) There is damage to a vehicle or other property, and the operator or owner of the damaged vehicle or property is not at the scene of the accident.

(4) A District or Federal Government vehicle or other property is involved.

(5) Public transportation vehicles are involved, such as buses or taxicabs.

(6) A crime or multiple traffic violations are involved or serious traffic violations.

(7) Any case in which the investigating officer issues a violation notice or summons the involved parties to a hearing.

(8) In cases where the investigating officer feels parties might evade responsibility.

MOTORIZED BICYCLE (MOPEDS) AND BICYCLE

REGULATIONS OF THE DISTRICT OF COLUMBIA

MOTORIZED BICYCLE (MOPED)

(The District of Columbia Motorized Bicycle Act, D.C. Law 1-110)

All mopeds must be registered as motor vehicles. Operators from most states must have a permit.

The following rules apply to mopeds operated in the District of Columbia:

1. No helmet is required.
2. No insurance is required.
3. A moped may be parked like a bicycle.
4. Operators must obey all motor vehicle laws.
5. All mopeds registered in D.C. must be inspected every three (3) years, rental mopeds must be inspected annually.
6. The operator must be at least sixteen (16) years old.
7. Mopeds may not be operated on any sidewalk or off-street bike path or bicycle route unless motor vehicles are allowed.

BICYCLES

Operators of bicycles have the same rights and duties as operators of motor vehicles.

The following rules for bicyclists are contained in the District of Columbia traffic regulations:

1. Operators of bicycles shall not impede or obstruct traffic.
2. Operators shall not ride a bicycle with more persons on it than the bicycle is equipped to carry.
3. Operators shall not ride a bicycle while carrying any package or article which prevents the operator from keeping at least one (1) hand on the handle bars.
4. Bicycle registration in the District of Columbia is mandatory.

DISTRICT OF COLUMBIA METROPOLITAN
AREA BICYCLE REGISTRATION DATA

Bicycle registration in the District of Columbia is mandatory. Any bicycle having two (2) wheels in tandem, either of which is twenty (20) or more inches in diameter, must be registered within 14 days of acquisition. Registration will be for a period of five (5) years. Bicycles may be registered at any District Police Station or Fire Station between 8:00 a.m. and 8:00 p.m. daily.

MONTHLY BREAKDOWN OF
BICYCLES REGISTERED - 1982

Month	Bicycles Registered
January	425
February	29
March	287
April	219
May	171
June	197
July	317
August	741
September	1,226
October	72
November	184
December	7
Total	3,875

RIGHT TURN ON RED

The District of Columbia began permitting Right Turn On Red (RTOR) at intersections during December, 1979. This program allowed a limited number of right turns on red (850 or 21.87) out of 3,900 eligible intersections.

The District of Columbia, Department of Transportation, revised this program beginning April, 1980, resulting in an increase in the number of intersections where Right Turn On Red was permitted at all times and introduced a new feature where Right Turn on Red would be permitted during certain times of the day and prohibited during others. The number of intersections where RTOR was permitted at all times was expanded from 850 to 1,560 (an increase of 710, or 83.5%). The new feature allowing RTOR between 7 p.m. and 7 a.m. included 940 intersections which was more intersections than the original number chosen for RTOR at any time. This revision resulted in 40 percent of the intersections in the District of Columbia where RTOR would be permitted all times and 64.1 percent of intersections where RTOR would be permitted either full or parttime as of March, 1981.

RIGHT TURN ON RED EVALUATION

STATISTICAL SUMMARY

	December, 1979		March, 1981	
	Number	Percentage	Number	Percentage
RTOR (at all times)	850	21.8%	1,560	40.0%
RTOR (7 p.m. to 7 a.m.)	0	0.0%	940	24.1%
RTOR (full or parttime)	850	21.8%	2,500	64.1%

Eligible Intersections 3,900.

SOCIETAL COSTS FOR MOTOR VEHICLE TRAFFIC ACCIDENTS

IN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1982

Motor vehicle accidents result in significant costs to individuals and to society at large. Societal cost statistics are used to assess some basic losses to society from motor vehicle accidents. The total individual cost estimates of accidents should not be interpreted as the value placed on a life or as the total cost of a fatality or injury to society. Neither is it to be interpreted as the total amount that society is willing to spend to save a life or to prevent an injury. Societal cost estimates are indicators of the significance of the motor vehicle problem.

*COSTS OF MOTOR VEHICLE ACCIDENTS

The calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administrative costs and property damage. The cost of all items per case were:

Traffic Deaths (per death)	$287,175
Non-Fatal Disabling Injury	4,350
Property Damage (including minor injuries)	518

The above averages may be used to estimate the cost of motor vehicle accidents.

SOCIETAL COST COMPONENTS FOR THE DISTRICT OF COLUMBIA - 1982

COMPONENT	TOTAL SOCIETAL COST
Deaths	$10,338,300
Non-Fatal Disabling Injuries	$58,472,700
Property Damage (including minor injuries)	$ 7,566,944
Total Societal Cost	$76,377,944

* The 1976 societal cost components listed above are the most recent.

**DISTRICT OF COLUMBIA STATISTICAL DATA

FOR CALENDAR YEAR 1982

Milage of Interstates, Streets, Alleys and Sidewalks

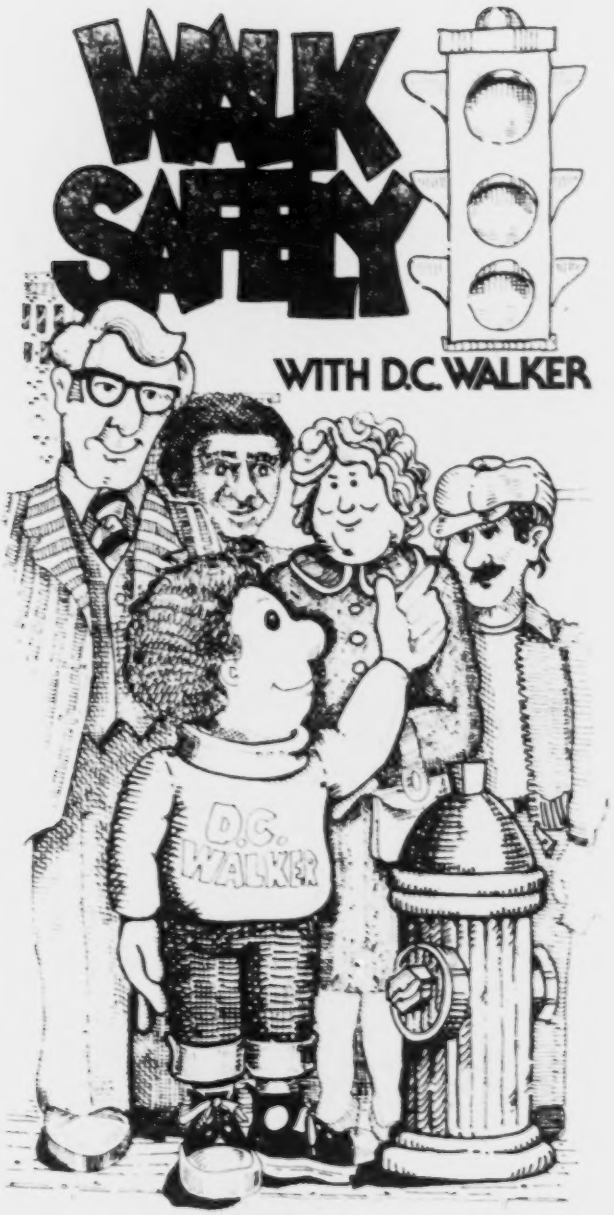
Interstates	-	11.9
Streets	-	1,101
Alleys	-	448.5
Sidewalks	-	1,598

Breakdown of the Number of Streets, Bridges, Expressways and Circles

Interstates	-	5
Streets	-	1,520
Southeast	355	
Northeast	402	
Southwest	69	
Northwest	691	
Borderline	3	
*Bridges	-	215
Circles	-	29

* Does not include Railroad Bridges.

** Based on 1980 data.



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II. 1982 GENERAL TRAFFIC ACCIDENT DATA

*TRAFFIC ACCIDENTS BY APPARENT VIOLATIONS

CALENDAR YEAR 1982

APPARENT VIOLATION	TOTAL ACCIDENTS	FATAL ACCIDENTS	INJURIES	PROPERTY DAMAGE
Speeding	1,121	9	572	540
Defective Brakes	245	0	136	109
Following Too Close	1,332	0	758	574
Auto Right of Way	1,195	0	560	635
Pedestrian Right of Way	125	2	119	4
Improper Turn	523	0	119	404
Yield Sign	10	0	1	9
Red Light	741	1	448	292
Flashing Light	53	0	26	27
Directional Light	24	0	9	15
Stop Sign	206	0	96	110
Drunk Driving	753	3	260	490
Improper Passing	244	0	48	196
Wrong Way, One Way Street	77	0	31	46
Operating on Wrong Side of Street	343	1	120	222
Improper Starting	27	0	4	23
Defective Vehicle or Equipment	130	0	51	79
**Pedestrian Violation	109	1	103	5
No Charge/Going to Court	4,082	9	2,173	1,900
Fail to Pay Full Time and Attention	4,773	1	1,814	2,958
Changing Lanes w/o Caution	1,128	1	227	900
Hit and Run	490	0	61	429
Fail to Set Hand Brake	52	0	11	41
Open Door to Traffic	26	0	3	23
Driving Under the Influence of Drugs	27	0	12	15
Drunk-Driver - Refused Alcohol Test	1	0	0	1
Drunk Pedestrian - Refused Alcohol Test	0	0	0	0
No Snow Tires/Chains During Snow Emergency	1	0	1	0
Improper Backing	662	0	55	607
Defective Lights	8	0	5	3
Drunk Pedestrian	2	0	2	0
Road Defects	89	0	33	56
Driver Vision Obstructed	80	0	32	48
Other	5,058	7	1,204	3,847
Total	23,737	35	9,094	14,608
Total Hit & Run Accidents	7,197	5	866	6,326

* Represents the striking (#1) vehicle listed on the traffic accident report. Violation action of other vehicles involved will not be reflected in this data.

** Represents the number of traffic accidents where pedestrians are listed as striking (#1) vehicle on traffic accident reports. Most pedestrians, although in violation, are listed as vehicle (#2) because they are struck by the (#1) vehicle.

TRAFFIC ACCIDENT BREAKDOWN BY QUADRANTS IN THE DISTRICT OF COLUMBIA FOR CALENDAR YEAR 1982

The District of Columbia is divided into four (4) sections: Northwest (N.W.), Northeast (N.E.), Southeast (S.E.) and Southwest (S.W.). North Capitol, South Capitol and East Capitol Streets and a line running westerly from the Capitol are the dividing lines of these sections.

QUADRANT	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
Northwest	15	4,566	8,265	12,846
Northeast	1	2,210	2,902	5,118
Southeast	12	1,905	2,789	4,706
Southwest	2	413	652	1,067
Total	35	9,094	14,608	23,737

TRAFFIC ACCIDENT BREAKDOWN BY TRAFFIC CONTROL UTILIZATION (1981)

CONTROLS	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
Flashing Signal	0	139	118	257
Yield Sign	0	61	79	140
Stop Sign	2	834	926	1,762
Police Officer	0	9	15	24
None	26	4,247	8,883	13,156
Restricted Turn	1	76	160	237
Signal	6	3,482	3,773	7,261
Unknown	0	246	654	900
Total	35	9,094	14,608	23,737

TRAFFIC ACCIDENTS BY TIME OF DAY

CALENDAR YEAR 1982

TIME OF DAY	TOTAL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
12:01 - 1:00 a.m.	680	2	241	437
1:01 - 2:00 a.m.	688	1	220	467
2:01 - 3:00 a.m.	668	3	249	416
3:01 - 4:00 a.m.	554	1	222	331
4:01 - 5:00 a.m.	327	2	122	203
5:01 - 6:00 a.m.	278	0	101	177
6:01 - 7:00 a.m.	393	0	175	218
7:01 - 8:00 a.m.	792	1	339	452
8:01 - 9:00 a.m.	1,038	2	434	602
9:01 - 10:00 a.m.	963	0	351	612
10:01 - 11:00 a.m.	947	1	366	580
11:01 - 12:00 p.m.	1,054	2	369	683
12:01 - 1:00 p.m.	1,217	1	441	775
1:01 - 2:00 p.m.	1,135	2	405	728
2:01 - 3:00 p.m.	1,285	1	475	809
3:01 - 4:00 p.m.	1,599	0	683	916
4:01 - 5:00 p.m.	1,643	2	669	972
5:01 - 6:00 p.m.	1,673	0	664	1,009
6:01 - 7:00 p.m.	1,342	3	533	806
7:01 - 8:00 p.m.	1,212	1	525	686
8:01 - 9:00 p.m.	1,072	2	402	668
9:01 - 10:00 p.m.	1,102	3	414	685
10:01 - 11:00 p.m.	1,004	2	340	662
11:01 - 12:00 a.m.	1,071	3	354	714
Total	23,737	35	9,094	14,608

POLICE CALLS FOR TRAFFIC ACCIDENTS

CALENDAR YEAR 1982

The Metropolitan Police Department does not require reports for all traffic accidents that occur (see page 2 for reporting procedures). To provide a more accurate picture of traffic accidents in or near intersections, bridges, street addresses, et cetera, any location receiving a minimum of 36 calls for traffic accidents during calendar year 1982 has been listed. The locations are listed by police district indicating the number of traffic accident reports taken, the accidents for which no report was taken and the total calls received by the Communications Division for each location. A small percentage of the calls are duplicates for the same accident.

The listings begin on the next page.

TOP TEN HAZARDOUS LOCATIONS IN THE DISTRICT OF COLUMBIA

Based on the number of traffic accident reports taken by the Metropolitan Police Department, the following areas are listed as the most hazardous locations in the District of Columbia during calendar year 1982.

	REPORTS TAKEN	NO REPORTS	TOTAL ACC. CALLS
1. New York Ave. & Bladensburg Rd., N.E.	98	219	317
2. Fourteenth St. Bridge, S.W.	71	330	401
3. Pennsylvania Ave. & Branch Ave., S.E.	65	104	169
4. Pennsylvania Ave. & Minnesota Ave., S.E.	62	142	204
5. Interstate Rte. 295 & Benning Rd., S.E.	55	84	139
6. 11th St. Bridge, S.E.	49	90	139
7. Interstate Rte. 295 & Pennsylvania Ave., S.E.	48	126	174
8. Sousa Bridge, S.E.	42	56	98
9. New York Ave. & Florida Ave., N.E.	41	78	119
10. New Hampshire Ave. & Eastern Ave. N.E.	40	50	90
* Suitland Parkway & Stanton Rd., S.E.	40	47	87
* Interstate Rte. 295 & Portland St., S.E.	40	87	127

* Tied for 10th Place.

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FIRST DISTRICT

Location	Reports	No Reports	Total Calls
1st St. & Florida Ave., N.W.	27	42	69
3rd St. & Massachusetts Ave., N.W.	31	39	70
3rd St. Tunnel, N.W.	36	84	120
9th St. & Constitution Ave., N.W.	27	51	78
9th St. & Pennsylvania Ave., N.W.	39	35	74
12th St. & Constitution Ave., N.W.	32	52	84
14th St. & Constitution, N.W.	33	65	98
14th St. & Pennsylvania Ave., N.W.	26	46	72
1st St. & New York Ave., N.W.	24	27	51
2nd St. & H St., N.W.	24	16	40
2nd St. & Massachusetts Ave., N.W.	15	22	37
3rd St. & H St., N.W.	12	34	46
4th St. & New York Ave., N.W.	15	24	39
7th St. & L St., N.W.	26	25	51
7th St. & New York Ave., N.W.	13	23	36
9th St. & E St., N.W.	13	29	42
9th St. & K St., N.W.	18	28	46
9th St. & N St., N.W.	20	27	47
9th St. & New York Ave., N.W.	12	27	39
12th St. & K St., N.W.	20	25	45
12th St. & New York Ave., N.W.	16	24	40
12th St. & Pennsylvania Ave., N.W.	23	37	60
14th St. & F St., N.W.	8	30	38
14th St. & H St., N.W.	18	27	45
14th St. & L St., N.W.	13	27	40
North Capitol St. & Florida Ave., N.W.	11	35	46
North Capitol St. & H St., N.W.	18	31	49
300 Indiana Ave., N.W.	4	46	50
North Capitol St. & K St., N.W.	12	30	42
New York Ave. & New Jersey Ave., N.W.	15	33	48
Rhode Island Ave. & New Jersey Ave., N.W.	18	27	45
North Capitol St. & New York Ave., N.W.	15	38	53
New York Ave. & Florida Ave., N.E.	41	78	119
North Capitol St. & H St., N.E.	19	18	37
6th St. & Southeast Freeway, S.E.	18	33	51
South Capitol St. & I St., S.E.	15	32	47
South Capitol St. & M St., S.E.	16	27	43
South Capitol St. & Bridge, S.E.	22	50	72
3rd St. & Southwest Freeway, S.W.	12	43	55
4th St. & Independence Ave., S.W.	14	24	38
6th St. & Southwest Freeway, S.W.	10	36	46
7th St. & Independence Ave., S.W.	17	21	38
7th St. & Southwest Freeway, S.W.	20	43	63

FIRST DISTRICT (CONT'D.)

Location	Reports	No Reports	Total Calls
12th St. & Independence Ave., S.W.	14	24	38
12th St. & Interstate Rte. 395, S.W.	9	28	37
12th St. & Southwest Freeway, S.W.	18	45	63
14th St. & Independence Ave., S.W.	29	37	66
South Capitol St. & I St., S.W.	14	47	61
Southwest Freeway & South Capitol St., S.W.	21	39	60

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SECOND DISTRICT

Location	Reports	No Reports	Total Calls
14th St. & K St., N.W.	34	70	104
16th St. & K St., N.W.	38	49	87
14th St. & I St., N.W.	15	24	39
15th St. & Constitution Ave., N.W.	12	47	59
15th St. & K St., N.W.	23	27	50
15th St. & Pennsylvania Ave., N.W.	15	38	53
17th St. & Constitution Ave., N.W.	3	33	36
17th St. & K St., N.W.	18	37	55
17th St. & L St., N.W.	9	33	42
17th St. & Pennsylvania Ave., N.W.	26	39	65
18th St. & K St., N.W.	19	30	49
18th St. & L St., N.W.	15	32	47
19th St. & K St., N.W.	23	27	50
19th St. & L St., N.W.	14	29	43
19th St. & M St., N.W.	19	36	55
20th St. & K St., N.W.	19	30	49
20th St. & Pennsylvania Ave., N.W.	19	23	42
21st St. & K St., N.W.	17	25	42
21st St. & Pennsylvania Ave., N.W.	12	25	37
23rd St. & Constitution Ave., N.W.	8	35	43
23rd St. & P St., N.W.	11	36	47
23rd St. & Washington Circle, N.W.	18	20	38
25th St. & M St., N.W.	10	29	39
31st St. & M St., N.W.	22	46	68
33rd St. & M St., N.W.	12	36	48
34th St. & Massachusetts Ave., N.W.	34	34	68
Connecticut Ave. & Calvert St., N.W.	20	44	64
Wisconsin Ave. & Calvert St., N.W.	14	22	36
Connecticut Ave. & Chevy Chase Circle, N.W.	8	31	39
Dupont Circle & Connecticut Ave., N.W.	13	33	46
Florida Ave. & Connecticut Ave., N.W.	19	31	50
McKinley St. & Connecticut Ave., N.W.	14	33	47
Military Rd. & Connecticut Ave., N.W.	22	43	65
Nebraska Ave. & Connecticut Ave., N.W.	10	37	47
Porter St., & Connecticut Ave., N.W.	14	33	47
Tilden St. & Connecticut Ave., N.W.	12	26	38
Van Ness St. & Connecticut Ave., N.W.	14	37	51
Woodley Rd. & Connecticut Ave., N.W.	16	25	41
3200 M St., N.W.	20	23	43
Potomac St. & M St., N.W.	21	23	44
Wisconsin Ave. & M St., N.W.	36	87	123
Wisconsin Ave., & Massachusetts Ave., N.W.	18	41	59
Wisconsin Ave. & N St., N.W.	18	35	53

SECOND DISTRICT (CONT'D)

Location	Reports	No Reports	Total Calls
Wisconsin Ave. & Q St., N.W.	9	34	43
Wisconsin Ave. & Van Ness St., N.W.	16	33	49
Wisconsin Ave. & Western Ave., N.W.	10	51	61
Key Bridge	33	70	103
Roosevelt Bridge	24	67	91
14th St. Bridge, S.W.	71	330	401

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

THIRD DISTRICT

Location	Reports	No Reports	Total Calls
12 St. & N St., N.W.	28	27	55
12th St. & Massachusetts Ave., N.W.	16	24	40
12th St. & Rhode Island Ave., N.W.	17	19	36
13th St. & N St., N.W.	15	22	37
13th St. & U St., N.W.	20	18	38
14th St. & Q St., N.W.	18	22	40
14th St. & Thomas Circle, N.W.	22	30	52
14th St. & U St., N.W.	17	20	37
16th St. & Columbia Rd., N.W.	19	21	40
16th St. & Euclid St., N.W.	14	28	42
16th St. & Q St., N.W.	16	29	45
18th St. & Columbia Rd., N.W.	19	60	79
18th St. & Florida Ave., N.W.	15	21	36
Sherman Ave. & Barry Pl., N.W.	16	20	36
2041 Georgia Ave., N.W.	11	44	55
Georgia Ave. & Harvard St., N.W.	15	29	44
Sherman Ave. & Harvard St., N.W.	18	19	37
Howard University Hospital	6	46	52

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CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FOURTH DISTRICT

Location	Reports	No Reports	Total Calls
14th St. & Columbia Rd., N.W.	17	22	39
14th St. & Irving St., N.W.	11	26	37
14th St. & Park Rd., N.W.	15	22	37
16th St. & Irving St., N.W.	21	41	62
Georgia Ave. & Eastern Ave., N.W.	14	49	63
Georgia Ave. & Irving St., N.W.	15	25	40
Georgia Ave. & Missouri Ave., N.W.	11	52	63
Georgia Ave. & New Hampshire Ave., N.W.	21	32	53
Georgia Ave. & Piney Branch Rd., N.W.	24	45	69
New Hampshire Ave. & Grant Circle, N.W.	12	29	41
4th St. & Michigan Ave., N.E.	13	38	51
New Hampshire Ave. & Eastern Ave., N.E.	40	50	90
North Capitol St. & Michigan Ave., N.E.	15	37	52
Riggs Rd. & North Capitol St., N.E.	11	46	57
South Dakota Ave. & Riggs Rd,, N.E.	23	32	55
Taylor St. & Hawaii Ave., N.E.	9	28	37

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FIFTH DISTRICT

Location	Reports	No Reports	Total Calls
1st St. & Rhode Island Ave., N.W.	19	26	45
North Capitol St. & Bryant St., N.W.	19	18	37
Rhode Island Ave. & Florida Ave., N.W.	13	30	43
4th St. & Florida Ave., N.E.	9	38	47
4th St. & New York Ave., N.E.	19	24	43
4th St. & Rhode Island Ave., N.E.	17	31	48
6th St. & Florida Ave., N.E.	22	30	52
8th St. & H St., N.E.	20	19	39
12th St. & Rhode Island Ave., N.E.	18	20	38
17th St. & Benning Rd., N.E.	24	35	59
17th St. & Bladensburg Rd., N.E.	14	23	37
17th St. & Maryland Ave., N.E.	14	22	36
19th St. & Benning Rd., N.E.	16	20	36
Oklahoma Ave. & Benning Rd., N.E.	19	21	40
Mt. Olivet Rd. & Bladensburg Rd., N.E.	17	20	37
New York Ave. & Bladensburg Rd., N.E.	98	219	317
700 Constitution Ave., N.E.	5	61	66
Rhode Island Ave. & Eastern Ave., N.E.	12	24	36
New York Ave. & Kendall St., N.E.	13	29	42
South Dakota Ave. & Michigan Ave., N.E.	21	27	48
New York & Montana Ave., N.E.	27	54	81
West Virginia Ave. & Mt. Olivet Rd., N.E.	25	29	54
South Dakota Ave. & New York Ave., N.E.	27	84	111
West Virginia Ave. & New York Ave., N.E.	11	31	42
South Dakota Ave. & Monroe St., N.E.	18	21	39
South Dakota Ave. & Rhode Island Ave., N.E.	13	25	38
Providence Memorial Hospital	5	47	52
Capitol Hill Hospital	9	122	131
19th St. & Independence Ave., S.E.	12	26	38

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SIXTH DISTRICT

Location	Reports	No Reports	Total Calls
34th St. & Benning Rd., N.E.	15	22	37
East Capitol St. & Benning Rd., N.E.	16	48	64
Interstate Rte. 295 & Benning Rd., N.E.	55	84	139
Kenilworth Ave. & Benning Rd., N.E.	22	44	66
Minnesota Ave. & Benning Rd., N.E.	30	66	96
Kenilworth Ave. & Burroughs Ave., N.E.	17	49	66
Minnesota Ave. & Bourroughs Ave., N.E.	26	45	71
Interstate Rte. 295 & East Capitol St., N.E.	32	36	68
Kenilworth Ave. & Eastern Ave., N.E.	21	84	105
Interstate Rte. 295 & E. Capitol St., S.E.	21	54	75
Sheriff Rd. & Eastern Ave., N.E.	10	30	40

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SEVENTH DISTRICT

Location	Reports	No Reports	Total Calls
27th St. & Pennsylvania Ave., S.E.	12	28	40
Branch Ave. & Alabama Ave., S.E.	29	30	59
Pennsylvania Ave. & Alabama Ave., S.E.	23	57	80
Stanton Rd. & Alabama Ave., S.E.	23	35	58
Pennsylvania Ave. & Branch Ave., S.E.	65	104	169
Suitland Parkway & Firth Sterling Ave., S.E.	20	20	40
Interstate Rte. 295 & Howard Rd., S.E.	19	42	61
M.L. King Jr. Ave. & Howard Rd., S.E.	16	24	40
Interstate Rte. 295 & Pennsylvania Ave., S.E.	48	126	174
Interstate Rte. 295 & Portland St., S.E.	40	87	127
Interstate Rte. 295 & South Capitol St., S.E.	19	64	83
Interstate Rte. 295 & Suitland Parkway, S.E.	25	49	74
Interstate Rte. 295 & 11th St. Bridge, S.E.	18	41	59
2700 M.L. King Jr., S.E.	48	60	108
Portland St. & M.L. King Jr., Ave., S.E.	29	38	67
Pennsylvania Ave. & Minnesota Ave., S.E.	62	142	204
Southern Ave. & Pennsylvania Ave., S.E.	25	28	53
South Capitol St. & Portland St., S.E.	18	45	63
800 Southern Ave., S.E.	23	27	50
1310 Southern Ave., S.E.	18	39	57
Wheeler Rd. & Southern Ave., S.E.	19	33	52
Suitland Parkway & Stanton Rd., S.E.	40	47	87
11th St. Bridge, S.E.	49	90	139
Sousa Bridge, S.E.	42	56	98
Interstate Rte. 295 & Overlook Ave., S.W.	12	26	38

Traffic Accidents by Month and Day
JANUARY 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	* TRAFFIC DEATHS
1	Fri.			91	
2	Sat.	Weekend		34	
3	Sun.	Weekend		64	
4	Mon.			70	P-1
5	Tue.			44	
6	Wed.			40	P-1
7	Thur			53	
8	Fri.			53	
9	Sat.	Weekend		55	
10	Sun.	Weekend		40	
11	Mon.			51	
12	Tue.			49	
13	Wed.			80	
14	Thur			60	
15	Fri.			94	
16	Sat.	Weekend		68	
17	Sun.	Weekend		47	
18	Mon.			55	
19	Tue.			132	
20	Wed.			80	
21	Thur			67	
22	Fri.			68	
23	Sat.	Weekend		58	
24	Sun.	Weekend		50	
25	Mon.			79	
26	Tue.			73	
27	Wed.			63	
28	Thur			63	
29	Fri.			86	
30	Sat.	Weekend		78	
31	Sun	Weekend		63	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day
FEBRUARY 1982

DAY	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Mon.			59	
2	Tue.			79	
3	Wed.			69	
4	Thur			60	
5	Fri.			54	
6	Sat.	Weekend		64	
7	Sun.	Weekend		38	
8	Mon.			43	
9	Tue.			59	
10	Wed.			64	
11	Thur			42	
12	Fri.			61	
13	Sat.	Weekend		75	
14	Sun.	Weekend		41	
15	Mon.			50	
16	Tue.			67	
17	Wed.			87	
18	Thur			69	
19	Fri.			79	
20	Sat.	Weekend		61	
21	Sun.	Weekend		47	
22	Mon.			51	
23	Tue.			52	
24	Wed.			39	
25	Thur			42	
26	Fri.			71	
27	Sat.	Weekend		105	
28	Sun.	Weekend		54	V-1

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents by Month and Day
MARCH 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Mon.			63	
2	Tue.			40	
3	Wed.			56	
4	Thur			58	
5	Fri.			66	
6	Sat.	Weekend		56	
7	Sun.	Weekend		69	
8	Mon.			39	
9	Tue.			57	P-1
10	Wed.			42	
11	Thur			65	
12	Fri.			95	P-1
13	Sat.	Weekend		60	
14	Sun.	Weekend		62	M-1
15	Mon.			63	
16	Tue.			83	
17	Wed.			68	
18	Thur.			62	
19	Fri.			86	
20	Sat.	Weekend		63	
21	Sun.	Weekend		57	
22	Mon.			62	
23	Tue.			50	
24	Wed.			52	
25	Thur			48	
26	Fri.			67	
27	Sat.	Weekend		54	
28	Sun.	Weekend		46	
29	Mon.			57	
30	Tue.			49	
31	Wed.			86	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day
APRIL 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Thur.			63	
2	Fri.			79	
3	Sat.	Weekend		94	
4	Sun.	Weekend		47	
5	Mon.			51	
6	Tue.			62	
7	Wed.			56	
8	Thur			60	V-1
9	Fri.			82	
10	Sat.	Weekend		49	V-2
11	Sun.	Weekend		52	
12	Mon.			56	
13	Tue.			60	
14	Wed.			58	P-1
15	Thur			56	P-1
16	Fri.			65	
17	Sat.	Weekend		87	
18	Sun.	Weekend		63	
19	Mon.			70	
20	Tue.			58	V-1
21	Wed.			53	
22	Thur			64	
23	Fri.			83	P-1
24	Sat.	Weekend		70	
25	Sun.	Weekend		61	
26	Mon.			101	
27	Tue.			86	
28	Wed.			72	
29	Thur			60	
30	Fri.			81	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day

MAY 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Sat.	Weekend		78	
2	Sun.	Weekend		57	
3	Mon.			67	
4	Tue.			53	
5	Wed.			71	P-1
6	Thur			79	
7	Fri.			80	
8	Sat.	Weekend		98	
9	Sun.	Weekend		57	
10	Mon.			62	
11	Tue.			74	
12	Wed.			69	
13	Thur			57	
14	Fri.			79	
15	Sat.	Weekend		71	V-1
16	Sun.	Weekend		55	M-1
17	Mon.			63	
18	Tue.			68	
19	Wed.			76	
20	Thur			62	P-2
21	Fri.			79	
22	Sat.	Weekend		67	
23	Sun.	Weekend		43	
24	Mon.			63	
25	Tue.			60	B-1
26	Wed.			58	
27	Thur			77	
28	Fri.			109	
29	Sat.	Weekend		86	
30	Sun.	Weekend		73	
31	Mon			42	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day
JUNE 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Tue.			84	
2	Wed.			67	
3	Thur			86	
4	Fri.			81	
5	Sat.	Weekend		72	
6	Sun.	Weekend		62	
7	Mon.			53	
8	Tue.			70	
9	Wed.			53	
10	Thur			74	
11	Fri.			69	
12	Sat.	Weekend		86	
13	Sun.	Weekend		81	
14	Mon.	Weekend		60	
15	Tue.			55	
16	Wed.			66	
17	Thur			72	
18	Fri.			101	
19	Sat.	Weekend		77	
20	Sun.	Weekend		58	
21	Mon.			55	
22	Tue.			74	
23	Wed.			67	
24	Thur			80	
25	Fri.			73	
26	Sat.	Weekend		58	
27	Sun.	Weekend		45	
28	Mon.			54	
29	Tue.			74	
30	Wed.			54	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day
JULY 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENT	*TRAFFIC DEATHS
1	Thur			76	
2	Fri.			87	
3	Sat.	Weekend		98	
4	Sun.	Weekend		71	
5	Mon.			42	
6	Tue.			66	
7	Wed.			61	
8	Thur			69	
9	Fri.			80	
10	Sat.	Weekend		58	
11	Sun.	Weekend		47	
12	Mon.			43	
13	Tue.			54	
14	Wed.			69	
15	Thur			50	
16	Fri.			70	V-1
17	Sat.	Weekend		60	
18	Sun.	Weekend		45	
19	Mon.			70	
20	Tue.			66	
21	Wed.			79	
22	Thur			62	
23	Fri.			88	
24	Sat.	Weekend		67	
25	Sun.	Weekend		43	
26	Mon.			56	
27	Tue.			71	
28	Wed.			63	
29	Thur			67	
30	Fri.			103	
31	Sat.			62	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day
AUGUST 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Sun.	Weekend		50	
2	Mon.			88	V-1
3	Tue.			69	
4	Wed.			68	
5	Thur			77	
6	Fri.			94	
7	Sat.	Weekend		46	
8	Sun.	Weekend		52	
9	Mon.			63	V-1
10	Tue.			59	
11	Wed.			64	
12	Thur			54	
13	Fri.			76	V-1
14	Sat.	Weekend		51	
15	Sun.	Weekend		46	
16	Mon.			68	V-1
17	Tue.			82	
18	Wed.			55	
19	Thur			58	
20	Fri.			78	
21	Sat.	Weekend		72	
22	Sun.	Weekend		49	
23	Mon.			49	
24	Tue.			66	V-1, P-1
25	Wed.			54	
26	Thur			71	
27	Fri.			78	
28	Sat.	Weekend		56	
29	Sun.	Weekend		47	
30	Mon.			46	
31	Tue.			62	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day

SEPTEMBER 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Wed.			57	
2	Thur			75	
3	Fri.			94	
4	Sat.	Weekend		66	
5	Sun.	Weekend		49	V-1
6	Mon.			37	
7	Tue.			52	V-1
8	Wed.			48	
9	Thur			58	
10	Fri.			81	
11	Sat.	Weekend		71	V-1
12	Sun.	Weekend		55	
13	Mon.			61	
14	Tue.			54	M-1
15	Wed.			65	
16	Thur			73	
17	Fri.			89	
18	Sat.	Weekend		65	
19	Sun.	Weekend		39	
20	Mon.			95	
21	Tue.			53	
22	Wed.			85	
23	Thur			79	
24	Fri.			68	
25	Sat.	Weekend		69	
26	Sun.	Weekend		94	V-1
27	Mon.			65	
28	Tue.			58	
29	Wed.			56	
30	Thur			62	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day

OCTOBER 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Fri.			83	
2	Sat.	Weekend		87	
3	Sun.	Weekend		55	
4	Mon.			40	
5	Tue.			40	
6	Wed.			46	
7	Thur			65	
8	Fri.			82	
9	Sat.	Weekend		60	
10	Sun.	Weekend		39	
11	Mon.			53	
12	Tue.			47	
13	Wed.			134	
14	Thur			59	
15	Fri.			95	
16	Sat.	Weekend		76	
17	Sun.	Weekend		64	
18	Mon.			59	
19	Tue.			69	
20	Wed.			55	
21	Thur			70	
22	Fri.			72	
23	Sat.	Weekend		83	
24	Sun.	Weekend		46	
25	Mon.			132	
26	Tue.			60	
27	Wed.			51	
28	Thur			62	
29	Fri.			68	
30	Sat.	Weekend		72	
31	Sun.	Weekend		52	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day

NOVEMBER 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENT	*TRAFFIC DEATHS
1	Mon.			80	
2	Tue.			63	
3	Wed.			58	
4	Thur			113	V-1
5	Fri.			78	
6	Sat.	Weekend		72	
7	Sun.	Weekend		62	
8	Mon.			58	
9	Tue.			60	
10	Wed.			57	
11	Thur			53	
12	Fri.			111	
13	Sat.	Weekend		79	
14	Sun.	Weekend		44	V-1
15	Mon.			64	
16	Tue.			70	
17	Wed.			66	
18	Thur			70	
19	Fri.			87	
20	Sat.	Weekend		99	V-1
21	Sun.	Weekend		53	
22	Mon.			44	
23	Tue.			53	
24	Wed.			90	
25	Thur			51	
26	Fri.			58	
27	Sat.	Weekend		55	
28	Sun.	Weekend		92	
29	Mon.			60	
30	Tue.			47	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Accidents By Month and Day
DECEMBER 1982

DATE	DAY	DATE TYPE	WEATHER TYPE	TRAFFIC ACCIDENTS	*TRAFFIC DEATHS
1	Wed.			121	V-1
2	Thur			72	
3	Fri.			87	
4	Sat.	Weekend		94	
5	Sun.	Weekend		54	V-1
6	Mon.			64	
7	Tue.			65	
8	Wed.			61	
9	Thur			62	
10	Fri.			106	
11	Sat.	Weekend		81	
12	Sun.	Weekend		83	
13	Mon.			118	
14	Tue.			89	
15	Wed.			93	
16	Thur			65	
17	Fri.			90	
18	Sat.	Weekend		70	
19	Sun.	Weekend		55	
20	Mon.			59	
21	Tue.			63	
22	Wed.			59	
23	Thur			74	
24	Fri.			73	
25	Sat.	Weekend		58	
26	Sun.	Weekend		39	
27	Mon.			52	
28	Tue.			55	
29	Wed.			43	
30	Thur			63	
31	Fri.			47	

TRAFFIC DEATH TYPE

V	Vehicle
P	Pedestrian
M	Motorcycle
MP	Moped
B	Bicycle
O	Other

* Represents the date an accident resulting in a death occurred, not the date of the death.

Traffic Fatalities CY 1982

FATALITY NUMBER	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
1	01-04-82	01-05-82	Ped.	M	27	Speeding/ DUI	Yes	Minnesota Ave. & Randale Circle, S.E.
2	01-06-82	01-06-82	Ped.	M	41	Ped. Violation	Yes	Southeast Freeway - 1320 Ft. E. of S. Capitol Street
3	02-28-82	03-09-82	Veh.	M	76	Red Light	No	South Dakota Ave. & 18th St., N.E.
4	03-09-82	03-09-82	Ped.	F	3	Failure to Yield ROW to Ped	No	16th St. & Nicholson St., N.W.
5	03-12-82	03-12-82	Ped.	M	82	Ped. Violation	No	Massachusetts Ave.; 53 feet east of 10th Street, N.W.
6	03-14-82	03-14-82	M/C	M	37	Auto Right of Way	No	13th St. & Allison St., N.W.
7	04-08-82	04-08-82	Veh.	F	55	Speeding	No	Georgia Ave. & Fern St., N.W.
* 8	04-10-82	04-11-82	Veh.	M	47	Speeding	No	New Jersey Ave. & Rhode Island Ave., N.W.
* 9	04-10-82	04-11-82	Veh.	M	42	Speeding	No	New Jersey Ave. & Rhode Island Ave., N.W.
10	04-15-82	04-15-82	Ped.	M	44	Ped. Violation	No	Interstate Rte. 295 - 284 feet north of Mile Marke #5.4
11	04-23-82	04-23-82	Ped.	M	27	Speeding	No	Foxhall Rd. & Greenwhich Parkway, N.W.
12	04-20-82	04-29-82	Veh.	M	27	Speeding	No	Suitland Parkway - 605 feet east of Pomeroy Rd., S.E.
13	05-05-82	05-05-82	Ped.	M	33	Ped. Violation/ DUI	Yes	Franklin St. - 18 feet east of Franklin St., N.E.
14	05-15-82	05-16-82	Veh.	M	51	Full Time & Attention/DUI	Yes	3618 Park Place, N.W.

Traffic Fatalities CY 1982

FATALITY NUMBER	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
15	05-16-82	05-16-82	M/C	M	28	Speeding	No	Northbound ramp to 11th St. Bridge - 792 feet north of I-295
16	05-20-82	05-20-82	Ped.	M	38	Ped. Violation	Yes	Minnesota Ave. - 67 ft. North of Gault Place, N.E.
17	05-20-82	05-20-82	Ped.	M	4	Ped. Violation	No	10th St. & Rhode Island Ave., N.W.
18	05-25-82	05-27-82	B.C	M	11	Full Time & Attention/Hit and Run	No	Robert F. Kennedy Stadium Parking Lot #6
19	08-02-82	08-02-82	Veh.	M	38	Speeding	Yes	13th St. and L St., N.W.
20	04-14-82	08-05-82	Ped.	M	46	Ped. Violation	No	Rock Creek Parkway - 82 feet south of Virginia Ave., N.W.
21	08-09-82	08-09-82	Veh.	M	25	Speeding/DUI/ Wrong Side of Roadway	Yes	2700 Block of M.L. King, Jr., Ave., S.E.
22	08-13-82	08-13-82	Veh.	M	59	Speeding	No	Loughborough Rd. & University Terrance, N.W.
23	07-16-82	08-15-82	Veh.	F	29	Speeding	No	Alabama Ave. & Irving St., N.W.
24	08-16-82	08-16-82	Veh.	M	25	Full Time & Attention	Yes	2900 Block of Foxhall Rd., N.W.
25	08-24-82	08-25-82	Veh.	M	31	Failure to Secure Load	Yes	Fourteenth St. Bridge at Southwest Freeway,
26	09-05-82	09-05-82	Veh.	M	61	Speeding DUI	Yes	Alabama Ave., 293 feet south of 41st St., S.E.
27	09-07-82	09-07-82	Veh.	M	60	Red Light	No	23rd St. & L St., N.W.
28	09-11-82	09-11-82	Moped	M	17	Following to Closely/DUI	Yes	Wisconsin Ave., 17 feet north of S St., N.W.

Traffic Fatalities CY 1982

FATALITY NUMBER	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
29	08-24-82	09-11-82	Ped.	F	77	Failure to Yield ROW to Ped.	No	1316 Rhode Island Ave., N.E.
30	09-14-82	09-14-82	M/C	M	24	Speeding Full Time & Attention	No	Military Rd. - 456 east of Oregon Ave., N.W.
31	09-26-82	10-10-82	Veh.	M	27	DUI	Yes	M.L. King, Jr., Ave., - 230 feet north of Highview Place, S.E.
32	11-04-82	11-04-82	Veh.	M	95	Driving on Wrong Side of Street	No	Southern Ave. - 789 feet south of Mississippi
33	11-14-82	11-14-82	Veh.	M	24	Speeding	No	Ridge Rd., 186 feet south of Minnesota Ave., S.E.
34	11-20-82	11-20-82	Veh.	F	57	Speeding	No	16th St. - 18 feet south of Primrose St., N.W.
35	12-01-82	12-01-82	Veh.	M	28	Speeding	Yes	Southwest Freeway - 26 feet north of George Mason Memorial Bridge
36	12-05-82	12-05-82	Veh.	F	31	Speeding DUI	Yes	17th St., 129 feet south of E St., N.W.

* Multiple traffic death.

TYPE LOCATION WHERE TRAFFIC FATALITIES OCCURRED

LOCATION	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Intersection	2	8	1	0	0	11
Between Intersections	5	8	1	0	1	15
Expressway	2	1	0	0	0	3
Bridge	0	1	0	0	0	1
Overpass	0	1	1	0	0	2
Circle	0	0	0	0	0	0
Parkway	1	1	0	0	0	2
Alley	0	0	0	0	0	0
Other	1	0	0	1	0	2
Total	11	20	3	1	1	36

*SEASONAL BREAKDOWN OF TRAFFIC FATALITIES

SEASON	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Winter (December 22, 1980-March 20, 1982	4	1	1	0	0	6
Spring (March 21, 1982-June 20, 1982)	6	6	1	1	0	14
Summer (June 21, 1982-September 21, 1982)	1	7	1	0	1	10
Fall (September 22, 1982-December 21, 1982)	0	6	0	0	0	6
Total	11	20	3	1	1	36

* Based on date of death.

SUMMARY OF TRAFFIC DEATHS FOR CALENDAR YEAR 1982

ROAD SURFACE (TIME OF ACCIDENT)

ROAD SURFACE	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Dry	11	15	3	1	1	31
Wet	0	5	0	0	0	5
Total	11	20	3	1	1	36

VISIBILITY (TIME OF ACCIDENT

VISIBILITY	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Day	3	12	1	1	0	17
Night	8	8	2	0	1	19
Total	11	20	3	1	1	36

SEX OF DECEDENT

SEX	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Male	9	15	3	1	1	29
Female	2	5	0	0	0	7
Total	11	20	3	1	1	36

TRAFFIC ACCIDENT INJURY BREAKDOWN - CALENDAR YEAR 1982

SEAT BELT USAGE

SEAT BELT	FATALITIES	NON-FATAL ACCIDENTS	TOTAL INJURED	TOTAL ACCIDENTS
Installed, In Use	7	1,321	1,328	1,038
Installed, Not in Use	13	8,698	8,711	5,389
Not Installed	2	1,183	1,185	799
Air Bag Installed	0	5	5	2
Seat Belt Failure	0	200	200	112
Unknown	14	2,033	2,047	1,637
Total	36	13,442	13,478	8,978

*TRAFFIC ACCIDENT BREAKDOWN BY VEHICLE ACTION FOR YEAR 1982

VEHICLE ACTION	TOTAL VEHICLES INVOLVED	FATAL	NON FATAL	PROPERTY DAMAGE
Backing	1,301	0	149	1,152
Right Turn	1,618	0	436	1,182
Left Turn	2,961	0	1,384	1,577
Stop/Standing In Traffic	3,618	3	1,826	1,789
Parked	7,278	5	917	6,356
Pulling From Curb	566	0	100	466
U-Turn	307	0	113	194
Merging	342	0	129	213
Ran Off The Road	403	2	174	227
Changing Lanes Without Caution	1,922	3	533	1,386
Going Straight	22,521	40	10,558	11,933
Overtaking	199	0	60	139
Slowing/Stopping	1,178	0	684	494
Avoiding	442	1	218	223
Unknown	2,188	1	91	2,096
Other	761	2	303	456
Total	47,615	57	17,675	29,883

TRAFFIC ACCIDENT BREAKDOWN BY NUMBER OF VEHICLES INVOLVED IN ACCIDENTS CALENDAR YEAR 1982

NUMBER OF VEHICLES INVOLVED	TOTAL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
One	2,949	18	2,055	876
Two	18,416	14	5,849	12,553
Three	1,838	1	923	914
Four	391	0	199	192
Five	143	2	68	73
Total	23,737	35	9,094	14,608

MULTI-VEHICLE TRAFFIC ACCIDENT STATISTICS

CALENDAR YEAR 1982

CATEGORY	TOTAL
Two Vehicle Traffic Accidents	18,416
Three Vehicle Traffic Accidents	1,838
Four Vehicle Traffic Accidents	391
Five Vehicle Traffic Accidents	143
Total Multi-Vehicle Accidents	20,788

* Does not include police vehicles involved in traffic accidents.

TRAFFIC ACCIDENT BREAKDOWN BY VEHICLE INVOLVEMENT IN TRAFFIC ACCIDENTS

TOTAL NUMBER OF VEHICLES INVOLVED
47,615

REGISTERING JURISDICTION

Washington, D.C.	Maryland	Virginia	Military	Other	Unknown
24,744	10,913	4,757	0	2,609	4,592

AGE OF VEHICLE

2 YEARS AND UNDER	3-4 YEARS	5-6 YEARS	7 YEARS AND OLDER	UNKNOWN
11,179	5,489	3,968	20,134	6,845

*TYPE OF VEHICLES INVOLVED IN TRAFFIC ACCIDENTS

TYPE OF VEHICLE	FATAL	NON-FATAL	PROPERTY DAMAGE	NUMBER OF VEHICLES
Passenger Auto	44	15,030	24,287	39,361
Taxi Cab	1	539	1,178	1,178
Bus	0	308	761	1,069
Truck	6	1,034	2,215	3,255
Bicycle	1	472	52	525
Motorcycle	5	350	78	433
Fire Engine	0	7	18	25
Ambulance	0	7	37	44
Moped	0	56	10	66
Fixed Object	0	3	2	5
Unknown Type	0	114	2,041	2,155
*Other	0	27	72	99
Total	57	18,088	30,921	47,615

*Includes police vehicles involved in traffic accidents.

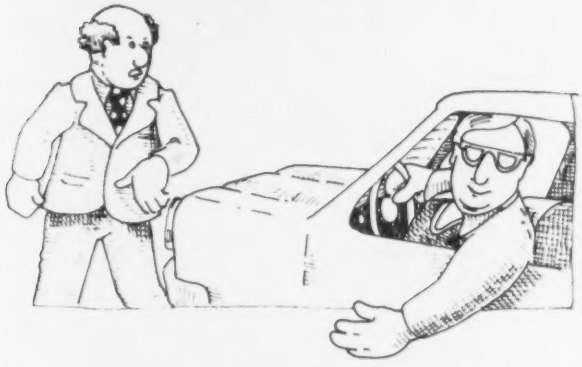
DISTRICT OF COLUMBIA HOLIDAY TRAFFIC ACCIDENTS

CALENDAR YEAR 1982

Holiday	Beginning 6 P.M.	Ending Midnight	Hours	Traffic Fatalities	Alcohol Deaths	Traffic Accidents
New Years Day	Thursday 12/31/81	Sunday 1/03/82	78	0	0	223
George Washington's Birthday	Friday 02/12/82	Monday 2/15/82	78	0	0	185
Memorial Day	Friday 05/28/82	Monday 5/31/82	78	0	0	243
Independence Day	Friday 07/02/82	Monday 7/05/82	78	0	0	235
Labor Day	Friday 09/03/82	Monday 9/06/82	78	1	1	185
Columbus Day	Friday 10/08/82	Monday 10/11/82	78	0	0	172
Veteran's Day	Wed. 11/10/82	Thursday 11/11/82	30	0	0	70
Thanksgiving Day	Wed. 11/24/82	Sunday 11/28/82	102	0	0	271
Christmas Day	Thursday 12/23/82	Sunday 12/26/82	78	0	0	189

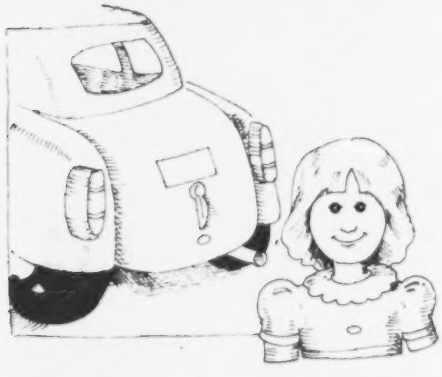
III. COMPARATIVE DATA

THE DRIVER'S ATTENTION ELSEWHERE SITUATION.



A driver's head is turned in the opposite direction from the crossing pedestrian because he is watching for a traffic opening so he can merge with oncoming cars.

THE BACK-UP BUNGLE.



A pedestrian is hit either because he doesn't see the vehicle backing up, or the driver doesn't see him.

STATISTICAL SUMMARY OF TRAFFIC ACCIDENTS

RECORDED IN THE DISTRICT OF COLUMBIA

The District of Columbia reported record lows in persons killed in traffic accidents in 1982. Thirty-six (36) persons lost their lives in traffic accidents, the lowest total since 1923. Only eleven (11) pedestrians were killed and only 14 deaths involved alcohol, both figures represent record lows.

YEAR	TRAFFIC DEATHS	PEDESTRIAN DEATHS	TOTAL ACCIDENTS	INJURY ACCIDENTS	PERSONS INJURED	PEDESTRIANS INJURED
1951	68	42	15,312	4,777	6,003	2,110
1952	65	51	16,782	5,088	6,469	2,193
1953	70	47	17,507	5,109	6,365	2,257
1954	59	38	17,563	5,038	6,287	2,116
1955	72	41	20,049	5,588	7,056	2,124
1956	57	36	20,006	5,619	7,239	2,148
1957	73	41	19,185	5,417	7,023	2,035
1958	63	30	19,545	5,432	7,080	2,081
1959	63	44	22,061	6,187	8,076	2,240
1960	72	38	21,365	5,877	7,822	1,375
1961	60	26	23,042	6,236	8,350	1,979
1962	65	35	25,290	6,735	9,095	1,988
1963	98	53	27,957	7,573	10,320	2,158
1964	115	55	29,252	7,866	10,855	2,117
1965	101	35	29,414	7,518	10,333	1,985
1966	97	40	31,709	7,725	11,216	2,152
1967	131	57	34,219	8,063	11,428	2,168
1968	127	50	35,709	7,563	11,149	2,055
1969	127	56	38,685	7,028	10,054	1,971
1970	121	59	38,366	Not Avail.	9,571	Not Avail.
1971	96	45	38,189	9,949	10,007	1,879
1972	73	31	37,937	7,190	10,095	1,612
1973	76	34	34,477	7,379	10,380	1,688
1974	78	35	24,809	6,764	9,227	1,465
1975	74	38	25,300	7,387	10,465	1,429
1976	60	34	24,485	7,227	10,400	1,265
1977	58	29	23,947	7,737	11,013	1,142
1978	51	24	24,701	7,157	10,199	1,170
1979	50	25	24,211	8,775	9,983	1,189
1980	47	17	23,761	8,854	12,886	1,316
1981	51	16	23,746	9,171	13,583	927
1982	36	11	23,737	9,094	13,478	1,097

HIT AND RUN ACCIDENTS

The bulk of hit and run accidents are the result of a magnitude of circumstances, situations and events.

An unknown but apparently significant number of operators of hit and run vehicles are believed to be persons driving under the influence of alcohol who strike parked autos during the early morning hours and flee the scene in their crippled autos or on foot to avoid detection. The Hit and Run Investigation Unit has received numerous false reports of stolen autos made by the owners of hit and run vehicles who have fled the scene of these accidents and who fear detection and apprehension.

Other situations that often result in hit and run accidents are:

(1) Operator not licensed to drive.
(2) Operator suspended or previously revoked.
(3) Operator panicked under stress situation.
(4) Operator violating traffic regulations prior to accident.
(5) Operator fearful of traffic citation or license restrictions.

PERCENTAGE OF HIT AND RUN ACCIDENTS

AS COMPARED TO ACCIDENTS WHERE

POLICE REPORTS WERE TAKEN

CALENDAR YEAR 1982

YEAR	HIT & RUN ACCIDENTS	ALL ACCIDENTS REPORTED TO POLICE	% HIT & RUN
1976	6,336	24,485	25.9%
1977	7,535	23,947	31.5%
1978	7,004	24,701	28.4%
1979	7,022	24,273	28.9%
1980	6,917	23,761	29.1%
1981	7,039	23,746	29.6%
1982	7,197	23,737	30.3%

STATISTICAL SUMMARY OF THE HIGHEST AND LOWEST YEARS FOR TRAFFIC STATISTICS

The below statistics represent the highs and lows for traffic accident statistics in the District of Columbia as compared with traffic accident and traffic safety statistics for Calendar Year 1982.

These statistics are based on the Calendar Year beginning 1969 to 1982.

CATEGORY	HIGHEST YEAR	LOWEST YEAR	1982
All Traffic Accidents	38,366 (1970)	23,737 (1982)	23,737
All Traffic Deaths	121 (1970)	36 (1982)	36
Pedestrian Deaths	59 (1970)	11 (1982)	11
Motor Vehicle Deaths	68 (1969)	20 (1978 1979, 1982)	20
Motorcycle Deaths	9 (1973)	1 (1980)	3
*Moped Deaths	1 (1980)	0 (1981)	1
Injury Accidents	9,949 (1971)	7,157 (1978)	9,129
Persons Injured	11,013 (1977)	9,227 (1974)	13,478
Pedestrians Injured	1,971 (1969)	927 (1981)	1,098

* The District of Columbia recorded its first moped fatality in history during Calendar Year 1980.

DISTRICT OF COLUMBIA HOLIDAY TRAFFIC ACCIDENTS

CALENDAR YEAR 1981

HOLIDAY	BEGINNING 6 P.M.	ENDING MIDNIGHT	HOURS	TRAFFIC FATALITIES	ALCOHOL RELATED DEATHS	*TRAFFIC ACCIDENTS
New Year's Day	Monday 12/29/80	Thursday 01/01/81	78	1	1	262
George Washington's Birthday	Friday 02/13/81	Monday 02/16/81	78	0	0	210
Memorial Day	Friday 05/22/81	Monday 05/25/81	78	2	2	243
Independence Day	Friday 07/03/81	Monday 07/06/81	78	0	0	272
Labor Day	Friday 09/04/81	Monday 09/07/81	78	0	0	205
Columbus Day	Friday 10/09/81	Monday 10/12/81	78	0	0	274
Veterans Day	Monday 11/09/81	Wednesday 11/11/81	54	0	0	108
Thanksgiving Day	Wednesday 11/25/81	Sunday 11/29/81	102	0	0	237
Christmas Day	Wednesday 12/24/81	Sunday 12/27/81	102	1	0	184
			726	4	3	1,995

* Based on raw accident data.

NOTE: These accidents cover the entire holiday period. For information regarding accidents occurring on the holiday only, refer to the traffic accidents by day of month section.

MONTHLY BREAKDOWN OF TRAFFIC ACCIDENTS

MONTH	1978	1979	1980	1981	1982
January	2,106	2,093	1,815	1,808	2,057
February	1,601	1,896	1,868	1,808	1,727
March	2,102	1,973	1,903	1,899	1,802
April	1,950	1,864	2,014	2,029	1,923
May	2,270	2,200	2,121	2,004	2,130
June	2,156	1,905	2,058	2,086	1,979
July	2,136	1,886	2,000	2,031	2,062
August	2,051	2,005	2,104	2,105	1,952
September	1,988	2,216	1,870	1,952	1,928
October	2,173	2,067	2,032	2,302	2,020
November	1,857	1,956	1,938	1,811	2,031
December	2,311	2,150	2,033	1,911	2,126
TOTAL	24,701	24,211	23,761	23,746	23,737

MONTHLY TRAFFIC ACCIDENT HIGH AND LOW DAYS

CALENDAR YEAR 1982

MONTH	*HIGHEST DAY (ACCIDENTS)	*LOWEST DAY (ACCIDENTS)	DAILY AVERAGE
January	132	34	66
February	105	39	62
March	95	39	58
April	101	47	64
May	109	42	69
June	101	45	64
July	103	42	66
August	88	46	63
September	94	39	64
October	134	39	65
November	113	44	68
December	121	39	69

* Statistics represent raw accident data. Raw accident statistics differ slightly from finalized traffic accident data.

BICYCLE TRAFFIC ACCIDENTS

YEAR	TOTAL BICYCLE ACCIDENTS	TOTAL TRAFFIC ACCIDENTS	BICYCLE ACCIDENT PERCENTAGE
1974	346	24,809	1.4%
1975	315	25,300	1.2%
1976	638	24,485	2.6%
1977	610	23,947	2.5%
1978	587	24,701	2.4%
1979	508	24,210	2.1%
1980	532	23,761	2.2%
1981	614	23,746	2.6%
1982	516	23,737	2.2%

PERCENTAGE OF BICYCLE FATALITIES COMPARED TO TOTAL FATALITIES

YEAR	BICYCLE DEATHS	TOTAL TRAFFIC DEATHS	PERCENT
1971	2	96	2.1%
1972	1	73	1.4%
1973	4	76	5.3%
1974	2	78	2.6%
1975	7	74	9.5%
1976	0	60	.0%
1977	3	58	5.2%
1978	2	51	3.9%
1979	1	50	2.0%
1980	2	47	4.3%
1981	1	51	2.0%
1982	1	36	2.8%

PEDESTRIAN TRAFFIC ACCIDENTS AND TRAFFIC DEATHS FOR CALENDAR YEARS 1976-1981

YEAR	TOTAL PEDESTRIAN ACCIDENTS	TOTAL PEDESTRIAN INJURY ACCIDENTS	TOTAL PEDESTRIAN KILLED
1976	1,340	1,220	34
1977	1,392	1,095	29
1978	1,259	1,125	24
1979	1,299	1,238	25
1980	1,306	1,265	17
1981	1,125	927	16
1982	1,196	1,068	11

PEDESTRIAN ACCIDENT STATISTICS COMPARED TO TOTAL TRAFFIC ACCIDENTS

YEAR	TOTAL PEDESTRIAN ACCIDENTS	TOTAL TRAFFIC ACCIDENTS	% OF TOTAL (PEDESTRIAN)	TOTAL PEDESTRIAN INJURY ACCIDENTS	TOTAL INJURY ACCIDENTS	% of TOTAL (PEDESTRIANS)
1976	1,340	24,485	5.5%	1,220	7,227	16.9%
1977	1,392	23,947	5.8%	1,095	7,739	14.2%
1978	1,259	24,701	5.1%	1,125	7,157	15.7%
1979	1,299	24,210	5.4%	1,238	8,932	13.9%
1980	1,306	23,761	5.5%	1,265	8,811	14.4%
1981	1,125	23,746	4.7%	927	9,171	10.1%
1982	1,196	23,737	5.0%	1,068	9,094	11.7%

*AGE GROUP BREAKDOWN OF PERSONS OPERATING MOTOR VEHICLES BEING PURSUED BY POLICE PERSONNEL

CALENDAR YEARS 1969-1982

**AGE	TOTAL OPERATORS
0- 5 Years	0
6-10 Years	0
11-15 Years	0
16-17 Years	2
18-19 Years	2
20-24 Years	3
25-34 Years	4
35-44 Years	0
45-54 Years	1
55-64 Years	0
65-74 Years	0
75 Years and Older	0
Total	12

* Represents only those pursuits where the pursuit resulted in a traffic death.

** Age of those persons actually operating the vehicle being pursued by law enforcement personnel.

STATISTICAL BREAKDOWN OF JUVENILE

PEDESTRIAN TRAFFIC DEATHS FOR

CALENDAR YEARS 1969-1982

Juvenile pedestrians accounted for 18.2% of all pedestrians killed in 1982. A total of 11 pedestrians were killed during Calendar Year 1982.

YEAR	INFANT-4 YEARS PRESCHL.	% OF TOT. JUV. PED. DEATHS	AGE 5-11 YEARS ELEMENT.	% OF TOT. JUV. PED. DEATHS	AGE 12-14 JR. HIGH	% OF TOT. JUV. PED. DEATHS	AGE 15-17 SR. HIGH	% OF TOT. JUV. PED. DEATHS	AGE 18-19 NON-SCHOOL	% OF TOT. JUV. PED. DEATHS	TOT. JUV. PEDESTRIAN DEATHS
1969	4	28.6%	9	64.3%	1	7.1%	0	.0%	0	.0%	14
1970	4	28.6%	6	42.9%	2	14.3%	0	.0%	2	14.3%	14
1971	3	27.3%	8	72.7%	0	0.0%	0	.0%	0	.0%	11
1972	1	9.1%	7	63.6%	1	9.1%	0	.0%	2	18.2%	11
1973	2	20.0%	6	60.0%	2	20.0%	0	.0%	0	.0%	10
1974	2	14.3%	10	71.4%	0	0.0%	1	7.1%	1	7.1%	14
1975	4	33.3%	6	50.0%	0	0.0%	1	8.3%	1	8.3%	12
1976	1	8.3%	8	66.6%	1	8.3%	1	8.3%	1	8.3%	12
1977	2	20.0%	5	50.0%	3	30.0%	0	.0%	0	.0%	10
1978	1	14.3%	5	71.4%	1	14.3%	0	.0%	0	.0%	7
1979	2	25.8%	5	62.5%	0	0.0%	1	12.5%	0	.0%	8
1980	0	0.0%	1	100.0%	0	0.0%	0	.0%	0	.0%	1
1981	2	33.3%	1	16.7%	0	0.0%	2	33.3%	1	16.7%	6
1982	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT - FIVE YEAR COMPARISON

CALENDAR YEARS 1978-1982

TOTAL TRAFFIC DEATHS

POLICE DISTRICT	1978	1979	1980	1981	1982	FIVE-YEAR AVERAGE
First	6	12	9	3	5	7
Second	19	13	10	16	9	13
Third	1	4	0	3	1	2
Fourth	7	6	8	6	5	6
Fifth	7	3	3	10	5	6
Sixth	4	4	5	6	4	5
Seventh	7	8	12	7	7	8
Total	51	50	47	51	36	47

PEDESTRIAN TRAFFIC DEATHS

POLICE DISTRICT	1978	1979	1980	1981	1982	FIVE-YEAR AVERAGE
First	4	7	5	2	2	4
Second	6	6	4	6	2	5
Third	1	4	0	2	1	2
Fourth	4	3	3	2	1	3
Fifth	4	1	0	2	2	2
Sixth	1	1	2	2	2	2
Seventh	4	3	3	0	1	2
Total	24	25	17	16	11	19

MOTOR VEHICLES DEATHS (EXCLUDING MOTORCYCLES)

POLICE DISTRICT	1978	1979	1980	1981	1982	FIVE-YEAR AVERAGE
First	2	3	4	1	3	3
Second	12	7	4	9	5	7
Third	0	0	0	1	0	0
Fourth	2	2	5	2	3	3
Fifth	1	2	1	6	2	2
Sixth	1	3	3	2	2	2
Seventh	2	3	8	6	5	5
Total	20	20	25	27	20	22

MOTORCYCLE DEATHS

POLICE DISTRICT	1978	1979	1980	1981	1982	FIVE-YEAR AVERAGE
First	0	1	0	0	0	0
Second	1	0	1	1	1	1
Third	0	0	0	0	0	0
Fourth	1	1	0	2	1	1
Fifth	2	0	1	2	0	1
Sixth	0	0	0	2	0	0
Seventh	1	2	0	1	1	1
Total	5	4	2	8	3	4

*BICYCLE DEATHS

POLICE DISTRICT	1978	1979	1980	1981	1982
First	0	1	0	0	0
Second	0	0	1	0	0
Third	0	0	0	0	0
Fourth	0	0	0	0	0
Fifth	0	0	1	0	1
Sixth	2	0	0	0	0
Seventh	0	0	0	1	0
Total	2	1	2	1	1

* Five-year average for bicycle deaths were not calculated since most averages were less than one.

TRAFFIC DEATH BREAKDOWN FOR CALENDAR YEARS 1978-1982

1982

TOTAL TRAFFIC DEATHS: 36

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	11	30.6%	- 0.8%
Vehicle	20	55.6%	+ 5.6%
Motorcycle	3	8.3%	- 7.1%
*Bicycle	2	5.5%	+ 3.6%
Total	36	100.0%	

1981

TOTAL TRAFFIC DEATHS: 51

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	16	31.4%	- 4.8%
Vehicle	26	50.0%	- 4.4%
Motorcycle	8	15.4%	+11.1%
Bicycle	1	1.9%	- 2.4%
Total	1	100.0%	

* Includes mopeds.

1980

TOTAL TRAFFIC DEATHS: 47

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	17	36.2%	13.8%
Vehicle	25	54.4%	+14.4%
Motorcycle	2	4.3%	- 3.7%
Bicycle	2	4.3%	+ 2.3%
Total	47	100.0%	

1979

TOTAL TRAFFIC DEATHS: 50

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	25	50.0%	+ 2.9%
Vehicle	20	40.0%	+ 0.8%
Motorcycle	4	8.0%	- 1.8%
Bicycle	1	2.0%	- 1.9%
Total	50	100.0%	

1978

TOTAL TRAFFIC DEATHS: 51

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	24	47.1%	- 2.9%
Vehicle	20	39.2%	+ 1.3%
Motorcycle	5	9.8%	+ 2.9%
Bicycle	2	3.9%	- 1.3%
Total	51	100.0%	

1977

TOTAL TRAFFIC DEATHS: 58

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	29	50.0%	- 6.7%
Vehicle	22	37.9%	+ 1.2%
Motorcycle	4	6.9%	+ 0.3%
Bicycle	3	5.2%	+ 5.2%
Total	58	100.0%	

TRAFFIC DEATH BREAKDOWN BY SPEED LIMIT AT LOCATION WHERE TRAFFIC DEATHS OCCURRED

PEDESTRIAN DEATHS
SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20- MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1977	1	21	5	1	1	29
1978	0	20	3	2	0	25
1979	0	18	4	3	0	25
1980	0	13	2	1	1	17
1981	0	14	2	0	0	16
1982	0	6	3	1	1	11

**BICYCLE/MOPED DEATHS
SPEED LIMIT (POSTED/NON POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1977	0	3	0	0	0	3
1978	1	0	0	1	0	2
1979	0	1	0	0	0	1
1980	0	3	0	0	0	3
1981	0	1	0	0	0	1
1982	1	1	0	0	0	2

TRAFFIC DEATH BREAKDOWN BY SPEED LIMIT AT LOCATION WHERE TRAFFIC DEATHS OCCURRED

TOTAL PERSONS KILLED

SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1977	1	41	11	4	1	58
1978	1	31	10	8	1	51
1979	0	37	6	7	0	50
1980	1	27	9	9	1	47
1981	1	30	14	5	1	51
1982	0	21	20	3	1	36

*MOTOR VEHICLE DEATHS

SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1977	0	17	6	3	0	26
1978	0	11	7	5	1	24
1979	0	17	3	4	0	24
1980	1	11	7	8	0	27
1981	1	14	12	6	1	34
1982	0	14	7	2	0	23

* Motor vehicle deaths and motorcycle deaths have been combined for this purpose.

TOTAL TRAFFIC DEATHS - CALENDAR YEARS 1982
COMPARED TO CALENDAR YEAR 1981

BREAKDOWN BY POLICE DISTRICT

DISTRICT	CALENDAR YEAR 1981	CALENDAR YEAR 1982	DIFFERENCE	PERCENT CHANGE
First	3	5	+2	+ 66.7%
Second	16	9	-7	- 43.7%
Third	3	1	-2	- 66.7%
Fourth	6	5	-1	- 16.7%
Fifth	10	5	-5	- 50.0%
Sixth	6	4	-2	- 33.3%
Seventh	7	7	0	0.0%
Total	51	36	-15	- 29.4%

FATAL TRAFFIC ACCIDENTS THAT RESULTED IN MULTIPLE TRAFFIC DEATHS IN THE DISTRICT OF COLUMBIA

CALENDAR YEARS 1959-1982

Some traffic accidents result in the deaths of two (2) or more persons. These multiple-d-ath fatal accidents have declined in the District of Columbia over the years since traffic deaths were at their highest in 1967.

In the District of Columbia, records reflect that the city's worst fatal accident resulting in multiple-deaths occurred on February 18, 1976. In this particular fatal accident a total of five (5) persons were killed. The deaths included two (2) occupants of a runaway tractor-trailer and three (3) occupants of an apartment dwelling who were killed when the truck plowed into the building at the intersection of Minnesota Avenue and Naylor Road, S.E.

CALENDAR YEAR	FATAL ACCIDENTS WITH MULTIPLE DEATHS	ALL PERSONS KILLED IN FATAL ACCIDENTS WITH MULTIPLE DEATHS	NUMBER OF PERSONS KILLED IN SINGLE WORST ACCIDENTS WITH MULTIPLE DEATHS
1959	1	2	2
1960	3	8	4
1961	1	2	2
1962	3	6	2
1963	4	8	2
1964	2	5	3
1965	8	18	4
1966	3	6	2
*1967	13	28	3
1968	6	12	2
1969	9	18	2
1970	7	18	4
1971	5	11	3
1972	1	3	3
1973	4	10	3
1974	3	6	2
1975	0	0	0
1976	1	5	5
1977	0	0	0
1978	2	4	2
1979	2	4	2
1980	2	5	3
1981	3	6	2
1982	1	2	2

* Peak Year.

AGE GROUP BREAKDOWN OF TRAFFIC DEATHS IN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1982

AGE GROUPING	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
0- 5	2	0	0	0	0	2
6-10	0	0	0	0	0	0
11-15	0	0	0	1	0	1
16-17	0	0	0	0	1	1
18-19	0	0	0	0	0	0
20-24	0	1	1	0	0	2
25-34	3	8	1	0	0	12
35-44	3	2	1	0	0	6
45-54	1	2	0	0	0	3
55-64	0	5	0	0	0	5
65-74	0	0	0	0	0	0
75-Older	2	2	0	0	0	4
Total	11	20	3	1	1	36

CALENDAR YEAR 1981

AGE GROUPING	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
0- 5	2	0	0	0	0	2
6-10	1	0	0	0	0	1
11-15	0	1	0	0	0	1
16-17	2	1	0	0	0	3
18-19	1	2	1	0	0	4
20-24	1	6	1	0	0	8
25-34	2	5	4	1	0	12
35-44	3	4	2	0	0	9
45-54	1	1	0	0	0	2
55-64	0	3	0	0	0	3
65-74	1	2	0	0	0	3
75-Older	2	1	0	0	0	3
Total	16	26	8	1	0	51

* During Calendar Year 1980, the first moped death occurred in the District of Columbia.

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT

CALENDAR YEAR 1982

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	2	3	0	0	0	5
Second	2	5	1	0	1	9
Third	1	0	0	0	0	1
Fourth	1	3	1	0	0	5
Fifth	2	2	0	1	0	5
Sixth	2	2	0	0	0	4
Seventh	1	5	1	0	0	7
Total	11	20	3	1	1	36

CALENDAR YEAR 1981

DISTRICT	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	2	1	0	0	0	3
Second	6	9	1	0	0	16
Third	2	1	0	0	0	3
Fourth	2	2	2	0	0	6
Fifth	2	6	2	0	0	10
Sixth	2	2	2	0	0	6
Seventh	0	5	1	1	0	7
Total	16	26	8	1	0	51

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 and 800,000 (CITY POP.)

ALL TRAFFIC DEATHS 1981

CITY	*POPULATION	SQUARE MILAGE (LAND AREA)	**TOTAL TRAFFIC DEATHS
Phoenix, Arizona	681,355	276.6	187
Jacksonville, Florida	534,614	766.0	141
San Antonio, Texas	798,195	184.0	156
Indianapolis, Indiana	704,045	379.4	49
Cleveland, Ohio	594,529	75.9	95
San Jose, California	592,773	150.0	95
Memphis, Tennessee	663,769	280.89	82
New Orleans, Louisiana	556,428	197.1	96
San Francisco, California	649,315	46.6	56
Columbus, Ohio	524,304	174.1	79
Boston, Massachusetts	597,254	46.0	41
Baltimore, Maryland	791,857	78.3	67
St. Louis, Missouri	504,492	61.2	54
Milwaukee, Wisconisn	633,220	95.0	50
Honolulu, Hawaii	722,689	604.0	100
Washington, D.C.	671,001	68.0	51

* 1978 population estimates.

** Does not include deaths where decedent died beyond 30 days from the date of the accident.

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 AND 800,000 (CITY POP.)

TRAFFIC DEATHS 1981

	PEDESTRIAN	MOTOR VEHICLE	MOTORCYCLE	PEDALCYCLIST	TOTAL
Phoenix, Arizona	65	92	26	4	187
Baltimore, Maryland	22	39	5	1	67
San Antonio, Texas	49	92	13	2	156
Indianapolis, Indiana	11	31	5	2	49
Memphis, Tennessee	20	56	4	2	82
Denver, Colorado	22	45	13	0	80
San Francisco, California	30	18	6	2	56
Columbus, Ohio	17	50	10	2	79
St. Louis, Missouri	15	33	5	1	54
Honolulu, Hawaii	26	63	10	1	100
Washington, D.C.	16	26	8	1	51
Jacksonville, Florida	**	**	**	**	141

** Information not available.

Statistics above do not include deaths that occurred beyond 30 days.

PEDESTRIAN TRAFFIC ACCIDENTS REPORTED TO POLICE DEPARTMENTS OF CITIES COMPARABLE TO WASHINGTON, D.C. DURING CALENDAR YEAR 1981

Guidelines and criteria for investigating and reporting traffic accidents vary in many cities therefore, the ranking of the above cities is insignificant.

CITY	PEDESTRIAN DEATHS	PEDESTRIANS INJURED	PEDESTRIAN ACCIDENTS
San Francisco, California	30	1,263	1,214
Washington, D.C.	16	927	1,125
St. Louis, Missouri	15	822	773
Memphis, Tennessee	20	550	550
Honolulu, Hawaii	26	614	591
San Antonio, Texas	49	530	484
Columbus, Ohio	17	521	544
Phoenix, Arizona	65	**	**
Jacksonville, Florida	**	**	446
Indianapolis, Indiana	11	343	343
Denver, Colorado	22	518	540
Seattle, Washington,	13	449	463
Baltimore, Maryland	22	1,634	2,129

** Information not available.

Statistics above do not include deaths beyond 30 days.

DRIVER INVOLVEMENT IN TRAFFIC ACCIDENTS

CALENDAR YEARS 1972-1982

DRIVER'S RESIDENCE

YEAR	WASHINGTON, D.C.	PERCENT	MARYLAND	PERCENT	VIRGINIA	PERCENT	OTHER	PERCENT	*UNKNOWN	PERCENT
1972	43,395	56.7%	16,529	21.6%	5,795	7.5%	4.027	5.3%	6,811	8.9%
1973	37,768	54.4%	15,447	22.3%	5,352	7.7%	2,333	3.4%	8,464	12.2%
1974	24,616	49.5%	10,259	20.6%	3,541	7.1%	1,383	2.8%	9,879	19.9%
1975	23,946	47.2%	10,432	20.6%	3,527	6.9%	1,304	2.6%	11,487	22.7%
1976	21,298	43.2%	11,082	22.5%	3,574	7.2%	1,325	2.7%	12,016	24.4%
1977	19,884	41.5%	10,437	21.8%	3,575	7.5%	1,337	2.8%	12,685	26.4%
1978	19,641	39.6%	11,014	22.2%	3,713	7.5%	1,391	2.8%	13,806	27.9%
1979	19,198	39.6%	10,507	21.7%	3,425	7.1%	1,210	2.5%	14,179	29.2%
1980	18,597	39.1%	10,179	21.4%	3,616	7.6%	1,183	2.5%	13,990	29.4%
1981	18,705	39.1%	10,342	21.6%	3,496	7.3%	1,183	2.5%	14,089	29.5%
1982	18,723	39.3%	10,084	21.2%	3,528	7.4%	1,189	2.5%	14,091	29.6%

* Drivers residence not stated on accident report. Driver information on hit and run traffic accidents is generally unavailable.

SEX OF DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

YEAR	FEMALE DRIVERS	% OF TOTAL	MALE DRIVERS	% OF TOTAL	*DRIVER SEX UNKNOWN	% OF TOTAL	TOTAL DRIVERS INVOLVED
1972	15,617	20.4	53,990	70.5	6,950	9.1	76,557
1973	14,037	20.2	47,135	68.0	8,192	11.8	69,364
1974	8,443	18.6	28,732	63.2	8,303	18.2	45,478
1975	9,142	18.0	30,675	60.5	10,879	21.5	50,696
1976	8,870	18.0	29,027	58.9	11,398	23.1	49,295
1977	8,871	18.5	27,229	56.8	11,818	24.7	47,918
1978	8,962	18.1	27,835	56.2	12,768	25.8	49,565
1979	8,756	18.0	26,630	54.9	13,133	27.1	48,519
1980	8,665	18.2	25,835	54.3	13,065	27.5	47,565
1981	8,721	18.2	25,957	54.3	13,137	27.5	47,815
1982	8,550	18.0	26,002	54.6	13,063	27.4	47,615

AGE OF DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

DRIVER AGE	1978	1979	1980	1981	1982
0 - 15 years	287	290	299	308	299
16 - 17 years	723	610	630	584	523
18 - 19 years	1,536	1,358	1,425	1,338	1,366
20 - 24 years	6,271	5,969	5,582	5,449	5,581
25 - 34 years	12,438	12,096	11,858	11,885	11,800
35 - 44 years	6,387	6,208	6,272	6,604	6,690
45 - 54 years	4,019	3,894	3,632	3,715	3,608
55 - 64 years	2,707	2,538	2,437	2,434	2,351
65 - 74 years	1,013	1,021	1,077	1,026	939
75 and over	242	259	258	314	279
*Unknown Age	13,942	14,276	14,095	14,158	14,179
Total	49,565	48,519	47,565	47,815	47,615

* Many of the unknown drivers were involved in Hit and Run Accidents.

IV. TRAFFIC ENFORCEMENT

TRAFFIC SAFETY LEAFLET

The D.C. Point System

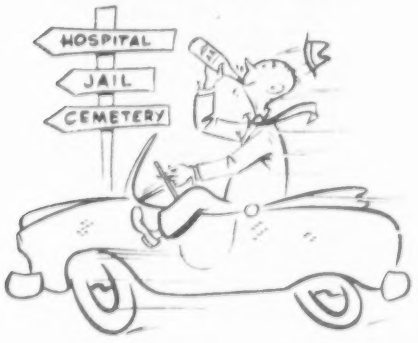
Government of the District of Columbia
DEPARTMENT OF TRANSPORTATION
Bureau of Motor Vehicle Services

THE POINT SYSTEM for the suspension and revocation of motor vehicle operators' permits is an effort of the Bureau of Motor Vehicle Services to protect you and maintain and improve Washington's record of traffic safety.

This is a plan to reach the driver who commits traffic violations and win his cooperation before it becomes necessary to suspend his operator's permit or his privilege of operating in the District of Columbia.

Under the point system, the Bureau of Motor Vehicle Services keeps records of traffic violations and accidents for each driver. These records are based on reports of traffic violations which the police forward to the Bureau. In order to protect you and all users of District streets, the Bureau is required to suspend and revoke the operator's permit and privilege of persons with bad traffic records.

ON THE *RIGHT* ROAD



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COMPARISON OF NOTICE OF INFRACTIONS
ISSUED BY MONTH
FOR CALENDAR YEARS 1981 AND 1982

PARKING

MONTH	1982	1981	DIFFERENCE	PERCENT CHANGE
January	30,508	46,952	-16,444	- 35.0
February	43,287	52,151	- 8,864	- 16.9
March	54,647	56,982	- 2,335	- 4.1
April	41,435	55,408	-13,973	- 25.2
May	45,034	48,865	- 3,831	- 7.8
June	46,949	51,494	- 4,545	- 8.8
July	35,947	47,612	-11,665	- 24.5
August	34,045	39,010	- 4,965	- 12.7
September	41,364	50,897	- 9,533	- 18.7
October	40,816	41,077	- 261	- 0.6
November	39,067	46,673	- 7,606	- 16.2
December	34,837	42,811	- 7,974	- 18.6
Total	487,936	579,932	-91,996	- 15.9

MOVING AND WARNING

MONTH	1982	1981	DIFFERENCE	PERCENT CHANGE
January	10,996	16,415	- 5,419	- 33.0
February	15,304	18,332	- 3,028	- 16.5
March	17,832	22,288	- 4,456	- 20.0
April	16,311	17,487	- 1,176	- 6.7
May	18,260	14,943	+ 3,317	+ 22.2
June	21,081	16,019	+ 5,062	+ 31.6
July	17,538	16,024	+ 1,514	+ 9.4
August	18,577	15,265	+ 3,312	+ 21.7
September	18,199	18,284	- 85	- 0.5
October	17,509	15,876	+ 1,633	+ 10.3
November	17,715	17,176	+ 539	+ 3.1
December	16,135	16,079	+ 56	+ 0.3
Total	205,457	204,188	+ 1,269	+ 0.6

PEDESTRIAN

MONTH	1982	1981	DIFFERENCE	PERCENT CHANGE
January	174	2,051	- 1,877	- 91.5
February	145	1,729	- 1,584	- 91.6
March	294	2,263	- 1,969	- 87.0
April	247	1,902	- 1,655	- 87.0
May	366	1,154	- 788	- 62.3
June	380	1,321	- 1,198	- 83.4
July	426	1,108	- 682	- 61.5
August	242	698	- 456	- 65.3
September	173	447	- 274	- 61.3
October	116	388	- 272	- 70.0
November	86	320	- 234	- 73.1
December	95	271	- 176	- 64.9
Total	2,744	13,652	-10,908	- 79.9

TRAFFIC VIOLATION CITATIONS ISSUED BY METROPOLITAN POLICE DEPARTMENT BY MONTH FOR CALENDAR YEARS 1978-1982

PARKING

MONTH	1978	1979	1980	1981	1982
January	76,067	66,798	60,006	46,952	30,508
February	93,185	29,709	61,981	52,151	43,287
March	123,884	67,518	69,224	56,982	54,647
April	135,832	75,431	75,502	55,408	41,435
May	122,340	74,449	63,733	48,865	45,034
June	118,536	68,157	68,272	51,494	46,949
July	96,124	60,174	59,063	47,612	35,947
August	112,830	60,117	52,080	39,010	34,045
September	114,725	57,995	59,333	50,897	41,364
October	110,277	67,671	56,848	41,077	40,816
November	84,061	60,547	49,535	46,673	39,067
December	80,815	57,325	56,230	42,811	34,837
Total	1,268,676	745,981	731,807	579,932	487,936

PEDESTRIAN

MONTH	1978	1979	1980	1981	1982
January	667	2,200	2,167	2,051	174
February	1,301	604	2,049	1,729	145
March	1,866	2,418	1,987	2,063	294
April	2,161	2,271	2,206	1,902	247
May	1,775	2,513	1,879	1,154	366
June	1,926	2,862	2,298	1,321	380
July	1,872	3,041	1,990	1,108	426
August	2,610	2,071	2,792	698	242
September	2,301	1,547	1,666	447	173
October	1,784	1,964	445	388	116
November	1,121	1,450	650	320	86
December	2,513	2,065	1,582	271	95
Total	21,897	25,006	21,711	13,652	2,744

TRAFFIC VIOLATIONS BREAKDOWN BY MONTH CONTINUED

MOVING

MONTH	1978	1979	1980	1981	1982
January	11,069	12,657	11,734	14,094	9,511
February	11,755	8,952	13,211	15,664	13,688
March	12,610	12,712	14,189	19,172	15,531
April	14,270	15,163	15,378	14,933	14,387
May	13,538	15,678	14,508	12,455	16,062
June	12,450	13,933	18,045	14,025	18,888
July	12,459	14,359	16,418	13,759	15,742
August	12,832	14,493	15,021	13,567	16,326
September	14,600	14,268	16,334	16,201	16,389
October	14,514	15,299	16,262	13,867	16,001
November	13,455	12,166	14,312	15,222	16,280
December	12,672	11,857	15,042	14,029	14,450
Total	156,224	161,527	180,454	176,988	183,255

*WARNING

MONTH	1978	1979	1980	1981	1982
January	3,930	3,825	3,597	2,321	1,485
February	3,959	1,315	2,225	2,668	1,616
March	4,429	2,433	2,259	3,116	2,301
April	4,850	2,876	2,786	2,554	1,924
May	3,246	3,179	2,497	2,488	2,198
June	5,116	2,733	2,807	1,994	2,193
July	4,345	2,812	3,034	2,265	1,796
August	4,564	3,166	2,204	1,698	2,251
September	4,723	3,127	3,367	2,083	1,810
October	5,105	3,282	3,012	2,009	1,508
November	2,715	2,574	2,531	1,954	1,435
December	4,727	2,142	2,727	2,050	1,685
Total	51,709	33,464	33,046	27,200	22,202

TRAFFIC NOTICE OF INFRACTIONS ISSUED BY
UNITS OF THE METROPOLITAN POLICE DEPARTMENT
CALENDAR YEARS 1977 THROUGH 1982

TRAFFIC NOTICE OF INFRACTION
BREAKDOWN BY POLICE DISTRICT

1982

POLICE UNIT	MOVING	WARNING	PARKING	PEDESTRIAN
First District	15,364	2,542	68,539	155
Second District	18,732	5,230	160,211	346
Third District	9,354	838	57,324	521
Fourth District	13,063	319	54,119	20
Fifth District	9,710	3,664	33,186	10
Sixth District	8,873	1,278	14,916	2
Seventh District	9,190	1,292	21,575	12
Special Operations Div.	98,969	7,039	78,066	1,678
Total	183,255	22,202	488,936	2,744

1981

POLICE UNIT	MOVING	WARNING	PARKING	PEDESTRIAN
First District	15,180	4,461	85,543	834
Second District	21,570	5,792	220,314	1,679
Third District	7,688	1,537	54,069	452
Fourth District	16,585	190	62,770	379
Fifth District	12,532	3,560	39,892	11
Sixth District	10,318	1,145	25,201	221
Seventh District	10,528	1,612	21,661	123
Special Operations Div.	82,587	8,903	70,482	9,953
Total	176,988	27,200	579,932	13,652

1980

POLICE UNIT				
First District	21,328	6,133	95,017	1,017
Second District	22,105	8,000	254,598	2,171
Third District	9,468	2,149	76,885	830
Fourth District	25,441	156	114,345	571
Fifth District	14,406	2,658	52,147	17
Sixth District	11,422	0	23,314	35
Seventh District	12,618	2,061	27,026	21
Special Operations Div.	63,666	11,889	88,475	17,049
Total	180,454	33,046	731,807	21,711

TRAFFIC NOTICE OF INFRACTION
BREAKDOWN BY POLICE DISTRICT CONTINUED

1979

POLICE UNIT	MOVING	WARNING	PARKING	PEDESTRIAN
First District	23,610	6,801	124,042	1,494
Second District	22,292	9,099	275,311	1,819
Third District	8,250	1,981	82,237	1,430
Fourth District	23,443	113	73,847	540
Fifth District	15,273	2,432	43,129	36
Sixth District	10,413	54	10,810	219
Seventh District	16,697	3,957	37,197	43
Special Operations Div.	41,549	9,027	99,408	19,425
Total	161,527	33,464	745,981	25,006

1978

POLICE UNIT	MOVING	WARNING	PARKING	PEDESTRIAN
First District	18,201	6,461	265,202	2,632
Second District	18,730	12,570	490,269	1,654
Third District	9,104	3,024	161,553	835
Fourth District	24,288	4,767	101,233	773
Fifth District	15,173	4,298	61,183	253
Sixth District	11,188	2,413	13,510	734
Seventh District	18,674	5,605	39,537	66
Special Operations Div.	40,886	12,571	136,189	14,950
Total	156,224	51,709	1,268,676	21,897

COMPARISON OF NOTICE OF INFRACTIONS ISSUED BY METROPOLITAN POLICE DEPARTMENT UNITS FOR CALENDAR YEARS 1980-1981

PARKING

POLICE UNIT	1982	1981	DIFFERENCE	PERCENT CHANGE
First District	68,539	85,543	- 17,004	- 8.8%
Second District	160,211	220,314	- 60,103	- 12.4%
Third District	57,324	54,069	+ 3,255	+ 10.5%
Fourth District	54,119	62,770	- 8,651	- 20.2%
Fifth District	33,186	39,892	- 6,706	- 16.9%
Sixth District	14,916	25,201	- 10,285	- 11.4%
Seventh District	21,575	21,661	- 86	- 13.6%
Special Operations Div.	78,066	70,482	+ 7,584	+ 15.9%
Total	487,936	579,932	- 91,996	+ 0.6%

MOVING AND WARNING

POLICE UNIT	1982	1981	DIFFERENCE	PERCENT CHANGE
First District	17,906	19,641	- 1,735	- 8.8%
Second District	23,962	27,362	- 3,400	-12.4%
Third District	10,192	9,225	+ 967	+10.5%
Fourth District	13,382	16,775	- 3,393	-20.2%
Fifth District	13,374	16,092	- 2,718	-16.9%
Sixth District	10,151	11,463	- 1,312	-11.4%
Seventh District	10,482	12,140	- 1,658	-13.6%
Special Operations Div.	106,008	91,490	+14,518	+15.9%
Total	205,457	204,188	+ 1,269	+ 0.6%

PEDESTRIAN

POLICE UNIT	1982	1981	DIFFERENCE	PERCENT CHANGE
First District	155	834	- 679	- 81.4%
Second District	346	1,679	-1,333	- 79.4%
Third District	521	452	+ 69	+ 15.3%
Fourth District	20	379	- 359	- 94.7%
Fifth District	10	11	- 1	- 9.1%
Sixth District	2	221	- 219	- 99.1%
Seventh District	12	123	- 111	- 90.2%
Special Operations Div.	1,678	9,953	-8,275	- 83.1%
Total	2,744	13,652	-10,908	- 79.9%

D.C. DEPARTMENT OF TRANSPORTATION
BUREAU OF PARKING ENFORCEMENT
STATISTICAL REPORT FOR CALENDAR YEAR 1982

The Bureau of Parking, D.C. Department of Transportation, has 50 slots for Parking Control Aids, An average of 40 aids perforce the duty of daily patrol to enforce parking regulations.

Parking N.O.I.'s Issued by D.C. D.O.T. In 1982

Month	Parking NOI's Issued
January	67,439
February	78,294
March	95,783
April	86,516
May	78,860
June	90,430
July	86,908
August	95,517
September	84,494
October	77,522
November	78,170
December	71,143
Total	991,076

TOTAL TRAFFIC NOTICE OF INFRACTIONS ISSUED BY UNITS OF
THE METROPOLITAN POLICE DEPARTMENT WITH PERCENTAGE
BREAKDOWNS FOR CALENDAR YEARS 1971-1982

CALENDAR YEAR	PARKING	PERCENT OF TOTAL	MOVING	PERCENT OF TOTAL	WARNING*	PERCENT OF TOTAL	PEDESTRIAN	PERCENT OF TOTAL	TOTAL INFRACTIONS
1971	1,032,527	84.1%	188,362	15.3%	N/A	-	7,239	.6%	1,228,128
1972	1,011,242	80.6%	227,826	18.2%	N/A	-	15,373	1.2%	1,254,441
1973	1,210,649	84.8%	207,986	14.6%	N/A	-	9,655	.7%	1,428,290
1974	1,235,764	88.5%	143,110	10.2%	16,719	1.2%	1,274	.1%	1,396,867
1975	1,536,557	90.1%	118,013	6.9%	47,639	2.8%	2,926	.2%	1,705,135
1976	1,437,829	88.5%	132,955	8.2%	47,906	2.9%	6,214	.4%	1,624,904
1977	1,80,943	84.4%	159,017	11.4%	52,150	3.7%	6,975	.5%	1,399,085
1978	1,268,676	84.7%	156,224	10.4%	51,709	3.5%	21,897	1.5%	1,498,506
1979	745,981	77.2%	161,527	16.8%	33,464	3.4%	25,006	2.6%	965,978
1980	731,807	73.7%	180,454	18.6%	33 046	3.4%	21,711	2.2%	967,013
1981	579,932	72.7%	176,988	22.2%	27,200	3.4%	13,652	1.7%	797,772
1982	487,936	70.1%	183,255	26.3%	22,202	3.2%	2,744	0.4%	696,137

*Warning citation issuance authorized in August, 1974.

V. ALCOHOL ENFORCEMENT

DON'T DIE!

DRIVE DRY!

TOXICOLOGY CLASSIFICATION OF VICTIMS OF FATAL
TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA

The following guidelines are to be used when classifying traffic deaths where alcohol was involved.

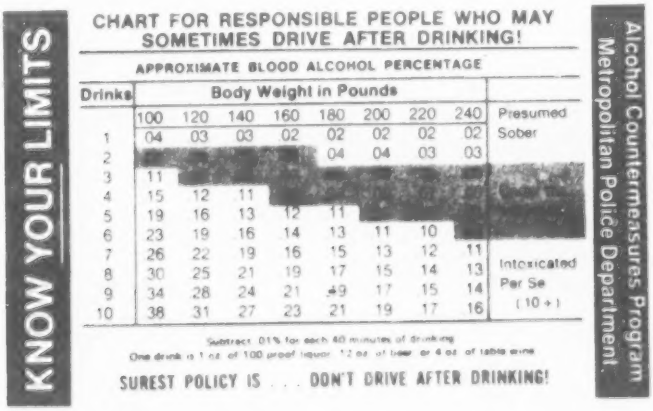
ALCOHOL INVOLVED

Positive test with results indicating .05 BAC or greater.

HAD BEEN DRINKING

Positive test with results from .01 to .04 BAC.

No BAC test taken, but sufficient evidence reported by traffic investigators regarding the presence of alcohol (odor, alcohol beverage container, etc.).


KNOW YOUR LIMITS
CHART FOR RESPONSIBLE PEOPLE WHO MAY SOMETIMES DRIVE AFTER DRINKING!
APPROXIMATE BLOOD ALCOHOL PERCENTAGE
Drinks
Body Weight in Pounds
100 120 140 160 180 200 220 240
Presumed Sober
1 04 03 03 02 02 02 02 02
2 04 04 03 03
3 11
4 15 12 11
5 19 16 13 12 11
6 23 19 16 14 13 11 10
7 26 22 19 16 15 13 12 11
8 30 25 21 19 17 15 14 13
9 34 28 24 21 19 17 15 14
10 38 31 27 23 21 19 17 16
Intoxicated Per Se (10+)
Subtract .01% for each 40 minutes of drinking
One drink is 1 oz. of 100 proof liquor, 12 oz. of beer or 4 oz. of table wine
SUREST POLICY IS . . . DON'T DRIVE AFTER DRINKING!
Alcohol Countermeasures Program
Metropolitan Police Department

BEST AVAILABLE COPY

Alcohol Countermeasures Program

Introduction

The District of Columbia's Alcohol Countermeasures Program (ACP) for FY 1983, will differ somewhat from previous years, in that, with the passage of D.C. Bill 4-389, the "Anti-Drunk-Driving Act of 1982," future funding of Alcohol Countermeasure activities will no longer be totally dependent on U.S. Department of Transportation/National Highway Traffic Safety Administration 402 funds. The "Anti Drunk Driving Act of 1982" provides for:

- Per se Law at .10
- Ability Impaired at .05-.09
- One year suspension of drivers license for refusal to submit to chemical test
- All fines in DUI cases shall be recovered by the Metropolitan Police Department's Alcohol Countermeasures Program for expenditures to support program activities.

In addition to the above listed highlights, the following changes have also been made:

Existing Law	Bill 4-389 as amended
a) .05% or less BAC - prima facie not under the influence	a) .04% or less BAC - prima facie not under the influence
b) .06%-.09% BAC - relevant evidence under the influence	b) .05% or more BAC - prima facie under the influence
c) .10% or more BAC - prima facie under the influence	c) .10% or more BAC - per se violation
d) no individual shall drive when under the influence of alcohol or drugs	d) no individual shall drive with .10% BAC or under the influence of alcohol or drugs
- 1st offense: up to $500 fine or up to 6 months in jail	- 1st offense: up to $300 fine or up to 90 days jail
- 2nd & subsequent: up to $500 $1,000 fine offense or up to 1 year in jail	- 2nd offense: up to $5,000 fine or up to 1 year in jail

Existing Law	Bill 4-389 as amended
	- 3rd offense & subsequent: up to $10,000 fine offense or up to 1 year in jail
e) no comparable provision	e) no individual shall drive when ability impaired by alcohol - 1st offense: up to $300 fine or up to 30 days in jail - 2nd offense: up to $300 fine or up to 90 days in jail - 3rd & subsequent: up to $5,000 fine or up to 1 year in jail
f) police have to attend every proceeding	f) police only appear and testify when previously requested by defendant
g) implied consent only to test alcohol content	g) implied consent to test both alcohol and/or drug content
h) which test to be given is at the convenience of the police officer	h) which test to be given is at the discretion of the police officer
i) mandatory chemical test if motor vehicle accident with injury	i) mandatory chemical test if motor vehicle accident
j) if refuse to take test then 6 months license suspension	j) if refuse to take test then 12 month license suspension
k) refusal not admissible in a court proceeding	k) refusal is admissible evidence in a court proceeding
l) fines go into general fund	l) fine expended for traffic school enforcement
m) operating motor vehicle when license suspended (except if suspended under Safety Responsibility Act) - $100 to $500 fine or 30 days to year in jail	m) operating motor vehicle when license suspended for any reason - up to $5,000 fine or up to 1 year in jail
n) negligent homicide due to operation of motor vehicle - up to $1,000 fine or up to 1 year in jail	n) negligent homicide due to operation of motor vehicle - up to $5,000 fine or up to 5 years in jail

o) no comparable provision	o) driving while impaired is treated as reckless for driving licenses suspensions
p) license suspensions duration: 1st suspension: 2 to 30 days 2nd suspension: 15 to 90 days	p) license suspension duration - 2 to 90 days

The most significant and critical change in Law that has been made is that the Alcohol Countermeasures Program is no longer a totally parasitic program (depending totally on U.S. DOT/NHTSA funds, but becomes a symbiotic one (using both U.S. DOT/NHTSA and its own funds). Over the next three years, the Alcohol Countermeasures Program will utilize its own funds as compared to U.S. DOT/NHTSA fudning by a 2 to 1 ratio.

The most prominent and critical changes in the structuring of the ACP will be as follows:

- Transfer of Director, Alcohol Countermeasures and Police Traffic Services position to the M.P.D. from D.C. DOT. The interagency transfer of this position would not detract or change the scope of the ACP and the 402 funding of this position is only requested for FY 1983. From FY 1984 and on, this position will be supported by monies generated under provisions of D.C. Bill 4-389.

- Establishment of an Alcohol Public Information and Education Specialist position, to work out of the office of the D.C. DOT "Transportation Safety Coordinator." This position would be supported for three (3) years by 402 Alcohol Countermeasures Program funds and fill a necessary void in the ACP.

In Calendar Year 1976 alone, the first full year of the Alcohol Countermeasures Program, there was a 17% decrease in alcohol related traffic deaths.

ALCOHOL RELATED TRAFFIC DEATHS

YEAR	TOTAL TRAFFIC DEATHS	ALCOHOL RELATED	PERCENT OF TOTAL
1972	73	40	55%
1973	76	44	58%
1974	78	45	57%
1975	74	27	36%
1976	60	20	33%
1977	58	24	41%
1978	51	20	39%
1979	50	17	34%
1980	47	15	32%
1981	51	17	33%
1982	36	14	39%

METROPOLITAN POLICE DEPARTMENT'S ALCOHOL ENFORCEMENT UNIT DRIVING UNDER THE INFLUENCE ARREST STATISTICS FOR CALENDAR YEAR 1982

MONTH	TOTAL ARRESTS
January	170
February	180
March	159
April	183
May	174
June	148
July	210
August	148
September	167
October	236
November	175
December	186
Total	2,136

Members working the Alcohol Enforcement Unit of the Metropolitan Police Department accounted for 55.8% of the total Driving Under the Influence Arrests made by the police department in 1982.

METROPOLITAN POLICE DEPARTMENT

DRUNK DRIVING ARRESTS FOR CALENDAR YEAR 1982

MONTH	1D	2L	3D	4D	5D	6D	7D	SOD	TOTAL
January	51	34	5	28	14	30	35	90	287
February	38	37	10	42	9	28	22	89	275
March	47	31	8	27	24	41	26	102	306
April	37	25	6	56	38	26	25	94	307
May	38	31	14	52	32	40	28	80	315
June	29	31	17	39	26	26	22	95	285
July	27	26	12	45	20	37	22	114	303
August	47	33	7	38	17	27	20	86	275
September	43	38	10	51	20	19	22	86	289
October	60	60	16	34	46	20	40	143	419
November	37	41	26	47	35	39	26	102	353
December	62	42	15	45	47	19	47	132	409
Total	516	429	146	504	328	352	335	1,213	3,823

* Represents the date an accident resulting in a death occurred, not the date of the death.

DRIVING UNDER THE INFLUENCE ARREST STATISTICS FOR YEARS 1961-1982

Statistics below represent the number of driving under the influence arrests by Traffic Enforcement Branch and Police Districts.

YEAR	*TRAFFIC ENFORCEMENT BRANCH DUI ARRESTS	% OF TOTAL DUI ARRESTS	POLICE DISTRICT DUI ARRESTS	% OF TOTAL DUI ARRESTS	TOTAL DUI ARRESTS
1961	152	42.0	210	58.0	362
1962	208	41.9	289	58.1	497
1963	243	47.4	270	52.6	513
1964	135	35.9	241	64.1	376
1965	94	36.7	162	63.3	256
1966	165	38.9	259	61.1	424
1967	128	31.4	279	68.5	407
1968	114	31.3	250	68.7	364
1969	99	36.8	170	63.2	269
1970	18	37.5	30	62.5	48
1971	250	49.7	253	50.3	503
1972	201	22.9	677	77.1	878
1973	216	21.8	775	78.2	991
1974	114	11.1	908	88.9	1,022
1975	346	21.5	1,265	78.5	1,611
1976	802	31.2	1,770	68.8	2,572
1977	1,137	25.1	3,389	74.9	4,526
1978	601	13.7	3,799	86.3	4,400
1979	653	19.9	2,635	80.1	3,288
1980	967	28.1	2,472	71,9	3,439
1981	964	28.8	2,380	71.2	3,344
1982	1,213	31.7	2,613	68.3	3,826

* Includes Special Operations Division.

NOTE: 1961-1973 statistics represent fiscal years. All other data represent calendar years.

ADDENDUM

AUTOMATIC REVOCATION

The law requires that your permit must be **automatically revoked** if you are convicted in the District of Columbia of any of the following offenses:

1. Driving an automobile while under the influence of any intoxicating liquor or narcotic drug.
2. Any homicide commited by means of an automobile.
3. Leaving the scene of an automobile accident in which personal injury occurs without making your identification known (hit-and-run).
4. Reckless driving in which personal injury occurs.
5. Any felony which involves an automobile.
6. Failure to satisfy within 30 days a court judgment arising out of an automobile accident.

If you are convicted or forfeit collateral on any of these charges in another state, your permit may be taken away from you just as if you were found guilty in the District of Columbia.

In addition to taking away your permit for any of the above-listed reasons the law also requires you to show proof of financial responsibility for the future. This means that before you are issued another permit you must obtain an automobile liability insurance policy so that you are able to pay damages if your car becomes involved in an accident. You must keep your insurance in force for three years.

AFTER YOUR PERMIT IS SUSPENDED

If your permit is about to be suspended or revoked for any reason, you will receive a notice setting forth the reason(s).

If your driver's permit is suspended or revoked, you must surrender it to the Bureau. You must not lend or borrow a driver's permit. You must not have a permit under a false name or use one that is not yours. If you drive while your permit is suspended, you may be placed in jail for as longas one year pay a fine up to $500.00 or both.

AN ADMINISTRATIVE EVALUATION

OF

THE ALCOHOL COUNTERMEASURES PROGRAM 1975-1979

Prepared by: Officer W. Fred Thompson
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Metropolitan Police Department

Reviewed by: Captain James G. Brunzos
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Metropolitan Police Department

Robert M. Goldstein, Director
Police Traffic Services
Metropolitan Police Department

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Traffic Safety Co-ordinator
D.C. Department of Transportation

ALCOHOL COUNTERMEASURES PROGRAM
FOR
THE DISTRICT OF COLUMBIA

INTRODUCTION

History. The District of Columbia prior to 1975, experienced the problem of having more than half of its traffic fatalities result from alcohol-related traffic accidents, for example: 1972 (55%); 1973 (58%) and 1974 (57%). Additionally, the number of persons arrested for "Driving Under the Influence" was in reverse proportion to the rate of traffic deaths, often-times less than 1,000 annually, for example: 1972 (878)· 1973 (991); and 1974 (1,022). This represented an average of 964 arrests for the three year period prior to 1975. The cumbersome methods of processing "DUI" cases and the average six (6) hour time period required to complete the processing of each arrest made patrol officers less than enthusiastic about making such arrests. Meanwhile, the District of Columbia was maintaining one of the highest per capita consumption rates of alcohol for a major city in the United States.

Prior to the hiring of the Alcohol Safety Coordinator in late 1974, the Alcohol Countermeasures Program (ACP) was non-existent in the District of Columbia. The Department of Human Resources (DHR), had total responsibility for this program in the years prior to 1974 and the position of Alcohol Safety Coordinator (ASC) was vacant for several years. The sole activity conducted by DHR was a limited chemical test for alcohol (CTA) program implemented by its Bureau of Laboratories. The CTA procedures then employed utilized the Gas Chromatograph Intoximeter (GCI) Indium tube analysis which proved to be extremely costly and resulted in significant time delays

(7-10 days) in getting test results back to the arresting officer in that particular "DUI" case. Subsequently, few "DUI" cases were made in the District of Columbia due to these delays, as well as officers being poorly trained in "DUI" detection techniques, little or no training in CTA sample retrieval procedures, six (6) hour down-time to process CTA's and paperwork constraints, etc.

Need. The need for the hiring of an Alcohol Safety Coordinator was evident. The death rate for alcohol involved traffic deaths required full time attention and the arresting of "DUI" offenders was being neglected. Chemical testing procedures also needed to be refined and updated.

ESTABLISHMENT OF ALCOHOL COUNTERMEASURES PROGRAM

An Alcohol Safety Coordinator was hired with 402 Highway Safety Funds and a comprehensive Alcohol Safety Program was conceived and implemented with the responsibility for these actions being placed in the District of Columbia Department of Transportation. The major objectives of the District of Columbia ACP were to reduce alcohol-related fatalities by a statistically significant amount, and provide a comprehensive cost effective CTA program which would meet the needs of the Metropolitan Police Department and related agencies.

The changes made to achieve the above mentioned goals were:

(1) Upgrading of the equipment used for chemical testing;

(2) The training of Metropolitan Police Department officers in the operation of new testing equipment;

(3) The purchasing of vehicles to test and transport persons arrested for "DUI" and the development of public awareness through a program called "Know Your Limits";

(4) Restructuring the prosecution aspect of persons arrested for "DUI"; and,

(5) Providing counselling for persons arrested for "DUI" by developing an alcohol diversion program at no cost to the government.

Funding for the ACP began in 1974 with an initial grant of $23,700 and continued through this period of evaluation in the following manner: 1975 ($71,000); 1976 ($162,804); 1977 ($162,000); 1978 ($288,587); and 1979 ($237,910).

Program Implementation. To begin the new Alcohol Countermeasures Program without additional personnel, funding was used to purchase new equipment and pay present personnel overtime to work a 9:00 p.m. to 2:00 a.m. tour of duty Thursday, Friday and Saturday evenings. The new equipment purchased during this period of study was seven (7) police cruisers, one (1) mobile test van, twenty-three (23) breathalyzers, eighty-five (85) roadside-breath-testers and two (2) auto-intoximeters.

Police officers participating in the program were given specialized training during their normal day work tour of duty. Additional personnel was trained in the maintenance and repair of the roadside-breath-testers, auto-intoximeters and breathalyzer 1,000's. Training was done in-house providing for another level of cost savings. Training consisted of a week's (40 hours) classroom instruction in the operation of the breathalyzer,

a mathematics review, understanding the metric system, scientific concepts (Henry's and Charles' laws), the pharmacological and physiological effects of alcohol, the historical background of chemical testing, a condensed theory of the breathalyzer and a final examination leading to certification. By the end of Calendar Year 1979, 293 officers were certified breathalyzer operators and 12 officers were certified auto-intoximeter operators.

PROGRAM IMPACT

The impact of the program was seen in two ways: (1) reduced cost for training and maintenance because of the use of in-house personnel and facilities; and, (2) the significant increase in "DUI" arrest and the significant decrease in alcohol-related deaths.

Maintenance of equipment resulted in cost savings in the following manner:

*Maintenance Chart

Item	Number	Maintenance Cost	Hours	**Savings
Roadside Breath-Tester	85	$50.00	520	$26,000
Auto-Intoximeter	3	$50.00	40	$ 2,000
Breathalyzer 1,000	23	$50.00	832	$41,600
Total				$69,600

Training Chart

Type	Number Trained	Cost Per Student	**Savings
Breathalyzer Operator	120	$700	$84,000
Breathalyzer Retraining	350	$125	$43,750
Roadside Breath-Tester	120	$ 65	$ 7,800
Total			$135,550

* Figures at the end of CY 1979

** Gross savings; does not account for salaries of in-house personnel who conducted training sessions.

The significance of the Alcohol Countermeasures Program in increasing "DUI" Arrests and reducing alcohol-related deaths is seen in the following statistical calculations using the t-ratio to determine the meaning of the difference between samples.

ALCOHOL ARREST

Pre-Countermeasures		Post Countermeasures	
Year	Persons Arrested	Year	Persons Arrested
1972	878	1976	2,571
1973	991	1977	4,526
1974	1,022	1978	4,400
1975	1,607	1979	3,288
Total	4,498	Total	14,785

$N = 4$

$\bar{X} = 1124.5$

$\bar{a} = 327.57$

$SX_1 = 189.12$

$N = 4$

$\bar{X} = 3696.25$

$\bar{a} = 933.92$

$SX_2 = 539.20$

$$Sx_1\text{-}x_2 = \sqrt{Sx_1^2 + Sx_2^2} = \sqrt{(189.12)^2 + (539.20)^2}$$

$$Sx_1\text{-}x_2 = \sqrt{35766.37 + 290736.64}$$

$$Sx_1\text{-}x_2 = \sqrt{326503.01}$$

$$Sx_1\text{-}x_2 = 571.40$$

$\bar{a}$ is used to denote standard deviation.

$$t = \frac{\bar{X}_1 - \bar{X}_2}{S_{x_1 - x_2}} = \frac{1124.5 - 3696.25}{571.40} = \frac{2571.75}{571.40}$$

$t = 4.50$

Degrees of Freedom

$df = (N_1 - 1) + (N_2 - 1) = (4-1) + (4-1) = 3 + 3 = 6$

t (score) = 4.50 Level of Significance at 1% 3.707

Null Hypothesis: The Alcohol Countermeasures Program made no significant difference in the number of persons arrested for driving under the influence.

t (score) = 4.50 Level of Significance at 1% (6 d_f) 3.707

The Null Hypothesis is rejected based on the t score.

ALCOHOL RELATED DEATHS

Pre-Countermeasures		Post Countermeasures	
Year	Alcohol Related Fatalities	Year	Alcohol Related Fatalities
1972	40	1976	20
1973	44	1977	24
1974	45	1978	20
1975	27	1979	17
Total	156	Total	81

$N = 4$ $\qquad$ $N_2 = 4$

$\overline{X} = 39$ $\qquad$ $\overline{X} = 20.25$

$\overline{a} = 8.28$ $\qquad$ $\overline{a} = 2.87$

$Sx_1 = 4.78$ $\qquad$ $Sx_2 = 1.66$

$$Sx_1 - x_2 = \sqrt{Sx_1^2 + Sx_2^2} = \sqrt{(4.78)^2 + (1.66)^2}$$

$$Sx_1 - x_2 = \sqrt{22.85 + 2.75} = \sqrt{25.61}$$

$$Sx1 - x_1 = 5.06$$

$$t = \frac{\overline{X}_1 - \overline{X}_2}{Sx_1 - x_2} = \frac{39 - 20.25}{5.06} = \frac{18.75}{5.06}$$

$t = 3.705$ $\qquad$ Level of Significance at 5% (6 d_f) 2.447

$d_f = (N-1) + (N-1) = (4-1) + (4-1) = 3+3 = 6$

Null Hypothesis: Alcohol Countermeasures Program had no significant effect on the reduction in alcohol related deaths.

Null Hypothesis is rejected.

$\overline{a}$ is used to denote standard deviation.

Persons arrested for "DUI" having a B.A.C. of .15 or less who are first offenders are allowed the option of being prosecuted in court or enrolling in a diversion program. This program was initiated March, 1979. The program has three levels of treatment based on the nature and seriousness of the alcohol abuse; the first level is an 8 week program; level of the second level is a 16 week program; and the third level is a 24 week program. Treatment and therapy are being provided by Total Health and Education Counselling Centers, Inc., (T.H.E.).

T.H.E. administers the diversion program and conducts judicial seminars designed to make the court system sensitive to the problems of/and created by the drunk driver.

CONCLUSION

The manner in which the program was administered was significant resulting in valuable savings of funds in the maintenance of equipment and the training of personnel to implement the countermeasures program. The overall impact of the reducing man-hours spent in administrative procedures had direct impact on the number of persons arrested for "DUI" and the number of persons killed in alcohol related accidents.

FIGURE 1. ALCOHOL RELATED DEATHS

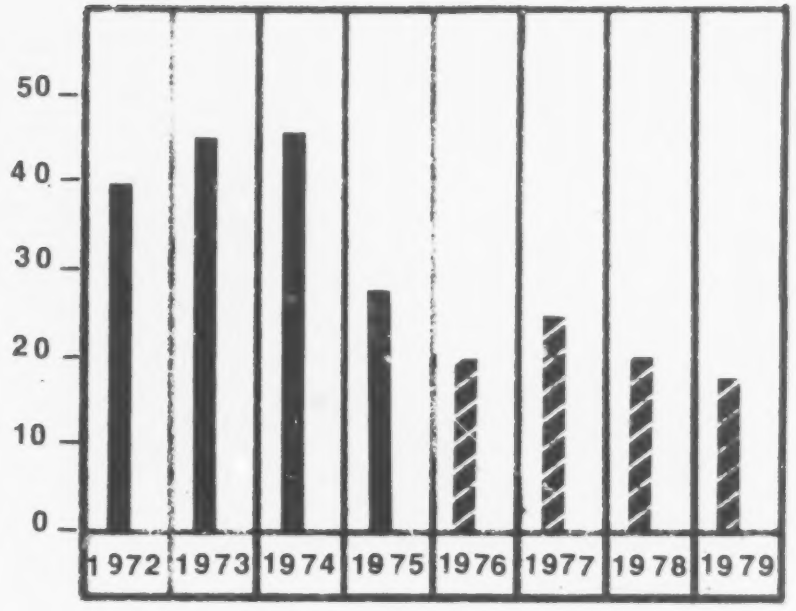
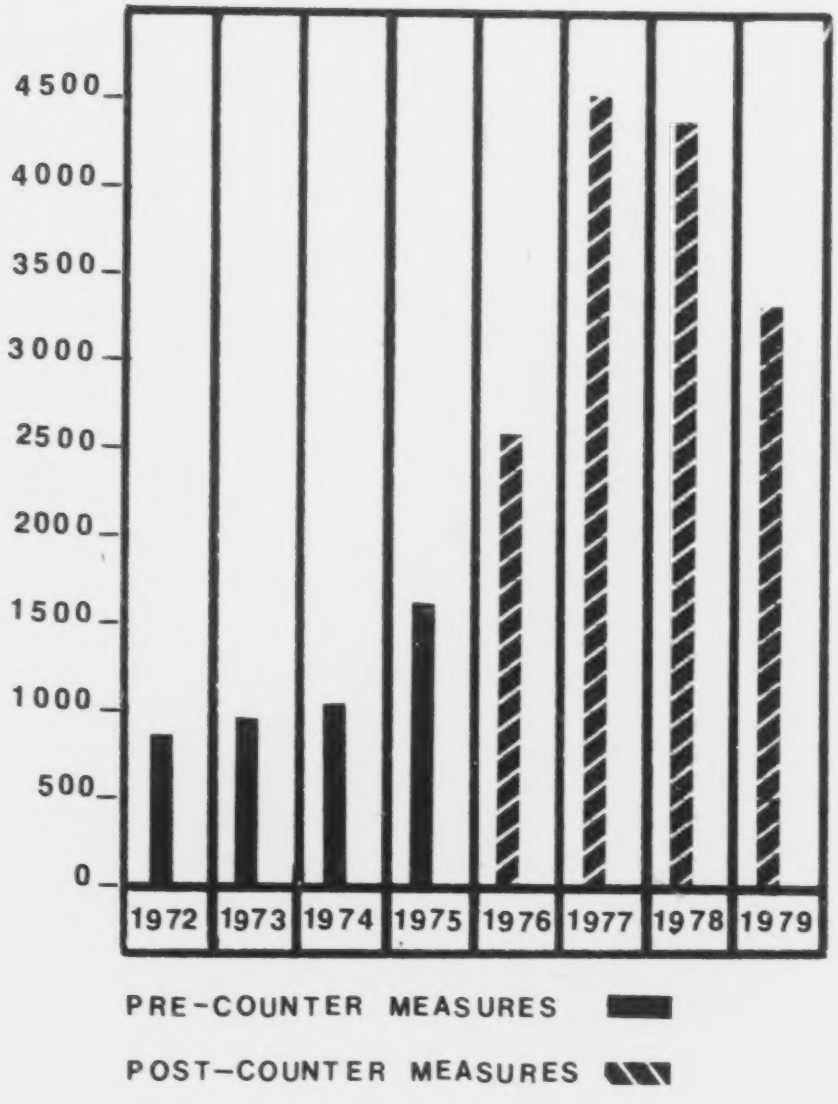


FIGURE 2. D. U. . ARRESTS



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